CONNECTED SOUTHAMPTON

Transport Strategy 2040

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SOUTHAMPTON CITY COUNCIL

Connected Southampton 2040

Transport Strategy

March 2019

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SOUTHAMPTON CITY COUNCIL

Contents

Executive Summary

Over the next twenty years Southampton will be transformed with our bold and ambitious plans that will change the look and feel of the city. These plans will increase the number of people wanting to work and live here. During that time 24,000 new jobs will be created and there is a need to provide over 19,000 homes in Southampton. To support this a well-functioning transport system is important for Southampton's future success. This growth and transformation provides us with the opportunity to plan and invest in better and innovative transport infrastructure.

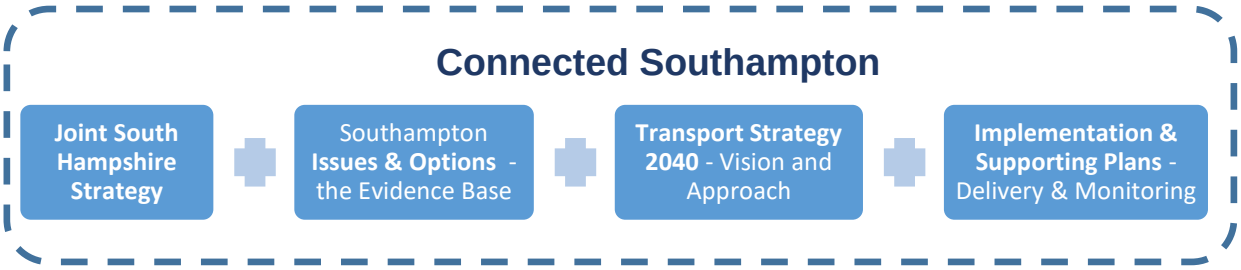
As well as economic growth, Southampton faces other challenges around addressing social inequalities, an ageing population, its geographical constraints, and air pollution. The city contains some of the most deprived areas and highest concentrations of air pollution in the country. The geography of Southampton is vital in its' is success with the Port, but the two rivers also create challenges for how people get around.

To make Southampton a modern, liveable and sustainable place to reside, work and visit, the transport system needs to support the economy by reducing congestion, work for everyone, reduce the barriers to jobs and opportunities, improve the environment and people's quality of life, and deliver more people friendly streets and neighbourhoods.

What is Connected Southampton?

We have a statutory duty to prepare a Local Transport Plan (LTP), and ensure it is then kept updated as required, to outline our strategic approach to managing and delivering transport now and in the future, and to set out where we intend to invest resources in transport schemes and initiatives. National guidance requires that a LTP consists of a long-term strategy and a short-term Implementation Plan – detailing our investment programme. We are taking this opportunity to produce a new LTP for Southampton – **Connected Southampton** – to ensure that our transport policies, strategy and delivery plans better reflects and support the bold and ambitious plans for sustainable and clean growth over the next twenty years.

Connected Southampton will become the umbrella transport planning document for the city, and it consists of a number of component parts that together provide a LTP for Southampton.



These parts are:

- **Joint South Hampshire Strategy** – the 14 Solent wide policies;
- An **Issues & Options** evidence base that reviews what progress has been made in improving transport in the city since 2011, and looks at the transport challenges facing the city using evidence from modelling, data from a number of sources including traffic, socio-economic, air quality, public health, education and public transport operators, and transport implications of other long-term Council plans (such

as the Local Plan, Economic Development, Health & Well-Being and Clean Air Strategies), then identifies future challenges and a range of options that could be delivered in response to these;

- This document – the **Transport Strategy 2040** – that sets out the long-term vision and approach for transport planning and investment through to 2040, setting out our policies and strategy for how transformational transport planning and implementation will support the growth ambitions and meet the challenges identified over the next twenty years. It sets out the approach for how this vision will be turned into reality by focusing on three strategic goals providing guidance clear policy framework for how different travel modes will evolve, the different approaches that will be taken in different localities and places, and how we will use innovation to contribute towards an inclusive and economically successful city;
- The short-term **Implementation Plans**, published every three years, that provide information on how the Transport Strategy will be delivered showing projects that will be delivered and the sources of funding (reviewed annually), and monitor and evaluate how we are progressing on meeting our vision; and
- A series of themed **Mode or Place Supporting Plans** that support the Transport Strategy to provide more detail on how we would deliver in these areas to support the overall Connected Southampton approach. This will cover areas such as Cycling, Walking, Parking, Public Transport, Connected-Intelligent Transport Systems, Inclusive Transport, Asset Management, the City Centre, Local Neighbourhoods or Economic Hubs.

To gather views and feedback from people, stakeholders and businesses on our ideas and approach for transport we carried a public consultation exercise on the draft Transport Strategy 2040 in 2018. The feedback we received was analysed and has helped to shaped and confirm the Transport Strategy. Individual schemes and projects will be consulted on separately when they a brought forward.

Big Ideas for 2040

We have some big ideas for improving how people travel in and around Southampton in 2040:

- The **Southampton Mass Transit System** that covers the city and linking into the wider area that transforms the public transport experience. It will bring all elements of public transport together to form a coherent, integrated system focussed on the customer. Its aim will be to allow people to travel easily around and across Southampton on high quality vehicles that are reliable – enabled by high levels of priority through the most congested corridors. It will feature rapid sections which have a frequent 'metro' level of service that in the future could even be automated and united with a system that allows people to make and pay for their journeys seamlessly;
- A **Liveable City Centre** where people want to live, work and spend time in and travel in sustainable ways that enables the growth of the City Centre as the social, economic and cultural hub. Transport will facilitate this by creating routes that are easy for people to walk, cycle or use the Mass Transit System, and attractive, vibrant public spaces where people can enjoy meeting and interacting. Through traffic that does not need to pass through the City Centre and will be reassigned to more appropriate routes. The supply of car parking that is still necessary to support a vibrant city will be consolidated and reduced;

- **Active Travel Zones** in local neighbourhoods that improve local areas and widen travel and mobility choices. These would seek to encourage people to walk and cycle for short trips, by implementing measures that discourage through traffic, and seek to create an environment that is attractive and social. In Local and District Centres Local Mobility Hubs are created with a range of alternative mobility options (e-bike share, car share, alternative fuels) and local consolidation points;
- A network of **Park & Ride** sites that serve the places where people work and go for leisure or retail including the City Centre. These would be at both strategic locations on the edge of the city and as part of the Local Mobility Hubs further in – where people can park and continue to their destination by bus, cycle, walking or car-share;
- The comprehensive **Southampton Cycle Network** which makes Southampton a true cycling city by enabling people to cycle safely from their front door to where they want to go;
- A **Zero Emission City** that looks to reduce emissions from traffic towards zero by supporting alternative fuels and intelligent management of traffic so that Southampton is a clean and healthy city; and
- **Better Connectivity**, enabling the growth and smooth operation of the main employment areas in Southampton, such as the Port, industrial areas, the Hospitals and Universities, by ensuring that they have efficient, modern and reliable transport connections within and beyond the city.

Southampton's Challenges to 2040

Looking ahead to 2040, transport in Southampton will have to respond to and identify effective solutions to four main challenges.

Delivering strong and sustainable economic growth

Southampton has bold and ambitious plans for growth that will impact on the transport network and that the transport network will need to support. With 24,000 new jobs being created which could see 30,000 more people living in Southampton – the equivalent to adding a town the size of Windsor. This growing population will require places to live, meaning that from 2015 to 2040 we will need to build 19,450 new homes. Some of this planned growth has begun but rest is to come.

Alongside the City's developmental growth, the Port of Southampton envisages a doubling of throughput, so by 2035 it could be handling 95% more cruise passengers, 63% more containers and over 100% more automotive exports – also 80% more traffic to the Isle of Wight. Southampton Airport has plans to double the number of passengers and flights through it by 2037. The clinical and knowledge sectors of the city will grow with Universities and Hospitals creating more high-skilled jobs.

To meet the Sustainable Growth challenge, we will need to focus:

- Improving public transport connectivity and priority into Southampton to make it mode of first choice, and intercepting car trips at the edge of the city and transfer to public transport;
- Maintaining reliable and efficient access to the Port, Airport, Economic Drivers & City Centre;
- Develop low, then zero emission, freight and logistic consolidation centres;
- Ensuring the transport asset is well-managed; and
- Making best use of new and innovative technologies like Mobility as a Service (MaaS).

Improving people's health and quality of life

Across Southampton there is a significant variation in people's healthy life expectancy and quality of life. There are pockets of deprivation in the city with 11% of the population living in the top decile of the most deprived in England. People living in these areas often have lower levels of car ownerships and because many are close to busy roads they can experience higher levels of air pollution.

This has led to a great variance in people's healthy life expectancy with people living in the more deprived areas, with people living in the more deprived areas living up 8½ years less than those in the more affluent areas.

The population is also aging with predictions that there will be a third more people aged 65 or over in Southampton by 2038, and that a third of those will have three or more long-term medical conditions. This is alongside the estimated two-thirds of adults being classified as being either overweight or obese.

While the frequency and number of reported casualties on the roads is decreasing, levels still remain higher than the England average. With children and those walking and cycling more likely to be involved in collisions with higher severity of injury.

To meet the Health & Quality of Life challenges, we will need to focus on:

- Offering a range of viable and affordable travel options that enable people to have the opportunity to get to jobs, training and other activities;
- Support the aging population with flexible and inclusive mobility options;
- Enable good and reliable transport access to leisure and health care facilities;
- Make Southampton a place where people can easily and safely get around; and
- Continue to reduce casualties from transport collisions towards zero focusing on safety of children and people walking and cycling.

Improving the quality of Southampton's environment

Southampton has some high concentrations of air pollution, particularly for NOx, $PM_{2.5}$ and PM_{10}. In Southampton, exposure to particulate matter contributes to an estimated 110 early deaths a year – or 5.6% of all deaths, compared to the national average of 5.3%. Road transport is identified as a major contributor to poor air quality, with emissions from road transport at hotspots such as M271 Redbridge Roundabout accounting for 66% of all emissions. Due to this Southampton has been directed by Government to develop plans to reduce emissions to below international limit levels in the shortest possible time, and transport has a key role to play in this.

Southampton is the biggest retail and leisure destination in central southern England, with West Quay attracting over 17m visitors each year. How the city looks and operates is important for people to take a good impression of Southampton.

There are over 16,500 public car parking spaces in the City Centre, with the majority located on the western side. During the week, on average, the car parks are at two-thirds capacity. This supply of car parking acts as an attractor and can harm efforts to promote sustainable and active travel. However, sensitive and well located car parking is needed to support a vibrant City Centre.

To meet these Quality of Environment challenges, we will need to focus on:

- Moving towards a Zero Emission City as technology and regulations change, by working with public transport, taxi and fleet operators to help them to continue to improve their fleets;

- Make the City Centre a Liveable place by redistributing and reprioritising highway space to create spaces and routes for people to walk and cycle;
- Improve connections from neighbourhoods to Local and District Centres; and
- Encourage people to walk and cycle more often, particularly for short journeys, and to public transport as part of longer journeys.

Improving Transport Reliability

Congestion is an issue for Southampton and the wider Solent area, where vehicle speeds currently are around 32% slower than the national average. Congestion costs the Southampton economy around £100m per year and impacts on the reliability of bus services – one service takes 30 minutes longer in the peak period compared to off peak. As the city grows, journey times could increase further with one main corridor forecast to see an increase in journey times at peaks times of 127%.

Southampton has complex two-way travel flows to and from neighbouring towns in the City Region. Roughly as many people travel into Southampton for work as travel out of it, the level of self-containment has dropped from 66% in 2001 to 56% in 2011. The two-way flows are strongest between Southampton and Eastleigh with over 21,000 journeys each day, and the majority are by car.

With the forecast for 42,000 homes and 472,000m² of employment space required in the City Region between 2016 and 2036 these travel flows with increase. It is estimated that there could 275,000 more trips being made each morning – 10% more than now.

To meet these transport reliability challenges, we will need to focus on:

- Working with neighbouring authorities and national agencies and partners to develop plans for investment in the nationally important infrastructure and links, and ensure that transport and development planning is co-ordinated;
- Work across Solent authorities to develop technology links to share data and manage traffic;
- Work closely with Hampshire to develop walking, cycling and public transport networks to safely connect Southampton with neighbouring towns and villages; and
- Continue to develop and deliver tools and measures that reduce the pressure on the transport network at peak times.

The Vision for Transport in 2040

The challenges that Southampton faces in the future mean that Connected Southampton needs a bold long-term vision for improving transport over the next twenty years. We need to plan for sustainable growth, ensure that transport can support everyone who wants to get around Southampton, readdress the balance between vehicles and people, offer viable and affordable alternatives to car-based travel, and work to reduce the negative impacts of travel on communities by supporting new and innovative ways of providing transport services. To do this, we need to plan what our transport system will be capable of over the next twenty years and invest in improving it to maximise what it can deliver and support.

The vision we are taking for Connected Southampton is to **change from seeking to maximise the movement of vehicles to instead focus on improving the efficiency of transport corridors and places and making it easier for people to get about by a range of different travel choices**.

There will be difficulties in delivering this both practically with significant disruption whilst any project is built, and for any decisions that will need to be made that may benefit some people's way of travelling and disbenefit others with this shift away from cars. Throughout

the design, consultation and construction process we will make sure that the needs of everyone are considered and that the transport system is as inclusive as possible.

Strategic Goals and Themes of Connected Southampton

To meet the challenges, achieve the vision for transport and the wider Council's strategic objectives we have identified three strategic goals that are supported by a number of themes. These all interconnect with each other, and together will deliver that vision and is shown below.

The three strategic goals are:

A Successful Southampton – using transport improvements to support the sustainable economic growth of Southampton by preparing, investing and maximising how an already congested transport system operates, so it becomes connected, innovative, and resilient, providing connections to where people want to go enabling people and goods to get around easily.

A System for Everyone - making Southampton an attractive and liveable place to improve the people's quality of life, so that everyone is safe, and has inclusive access to transport regardless of their circumstances.

A Better Way to Travel - supporting people in changing the way they move around the city, by widening their travel choices so they can get around actively and healthily and travel moves towards becoming 'zero emission'.

A Place Based Approach

We recognise that there is no one size fits all approach to planning for and delivering transport improvements in Southampton. A scheme that may work well in one part of the city may not necessarily be successful, applicable or cost-effective in another part of the city. The nature and intensity of travel patterns vary across different parts of Southampton. There are very diverse characteristics within different areas of the city too. We will need to adapt our approach to meet the needs of these different areas.

There are four key places we will focus on are:

- The **City Centre** - encompasses a series of areas with different functions - the retail core around Above Bar Street, High Street, East Street and West Quay, the high concentration of leisure and heritage activities in West Quay South and Old Town, the cultural focus of Guildhall Square, light industrial employment activities along West Quay Road, as well as locations for education and health facilities with Solent University, City College and the Royal South Hants Hospital. It extends west to the transport interchange hub at Southampton Central Station, and south as far as Town Quay. It includes the Coach Station and areas such as Castle Way and Vincent's Walk where many bus services terminate.
- **Economic Drivers** – are the main focal points of economic and employment activity in Southampton outside of the City Centre. They include The Port of Southampton, the Hospitals - Southampton General and Royal South Hants, the Universities – University of Southampton and Southampton Solent University. There are also other areas where economic activity occurs such as Itchen Riverside, Woolston Centenary Quay, Millbrook, and Adanac Park.
- **Neighbourhoods** – Southampton is a diverse city and is made up of a series of distinctive, local neighbourhoods and communities with their own unique character, where residents identify themselves with, care passionately about and spend a large part of their lives. They can be centred on the Town and District Centres of Bitterne, Lords Hill, Portswood, Shirley, and Woolston, or in more discrete areas centred on a school or community facility like a park. All have their own characteristics, demographics and attributes depending where they are in the city.
- **City Region** - Southampton sits at the heart of an area that includes Totton, Eastleigh, Chandlers Ford, Hedge End & Botley, and Hamble. Cross boundary travel journeys between the city and the wider City Region are largely made by private car. Most freight and goods is moved by van and HGV. High volume roads such as the A33, A35, M271, M27 and M3 and parallel rail corridors provide direct routes between these urban areas and the city. Strategic gaps, the rivers and the M27 also physically separate Southampton from these areas

The people-focused approach we are taking for Connected Southampton is based on moving people and goods rather than focusing individual transport modes, will mean that each of the four spatial areas will change incrementally over time.

The Connected Southampton Transport Strategy

The strategy builds on our 2040 vision and is structured the three strategic goals. Within each of the strategic goals, we have set out a number of supporting themes that help outline our approach in more detail and provide a clear policy framework.

A Successful Southampton

To support the sustainable economic growth of Southampton we will use transport investment to prepare and maximise how the already congested transport system operates so it becomes connected, innovative and resilient, provides the connections to the places where people want to go enabling them and goods to get around easily. This will be achieved through three themes:

A Connected City with fast, efficient transport options available that effectively and reliably connect people with the places they want to go

An Innovative City that takes advantage of innovative technologies and fresh thinking to help Southampton lead the way.

A Resilient City that has a well-managed, efficient and resilient transport network that performs well and people can depend and rely on.

To do this we will make travelling by public transport easy, efficient and reliable through the development of a transformative Southampton Mass Transit System. This will be a high-quality system comprising of various types of public transport. To maximise the effectiveness of this system, a re-think will be required on how road space is used, so it can provide priority for people using public transport. To encourage more people to use the public transport system we will change how car parking is provided and managed and support new Park & Travel options. To keep Southampton moving we will look to fully exploit new innovative applications for new technologies to widen mobility choices and accessibility. To keep the city moving and businesses growing we will provide reliable travel connections to our major economic employment hubs like the Port, City Centre, Hospitals, and Universities.

The areas for focus of transport investment and important projects are:

- Development of the high quality, efficient Southampton Mass Transit System to link Southampton and neighbouring areas together, which will consist of a mix of rail, rapid bus, ferry, taxi, demand responsive transport, and a Mass Rapid Transit (e.g. a Bus Rapid Transit system, high frequency local rail, light rail or tram);
- Investment in road and rail connections to the City Centre on radial routes coming into it;
- Improved, efficient access to the Port of Southampton as it grows and changes by both rail and road;
- Better and efficient access to the Hospitals, Universities, Itchen Riverside, Woolston, Millbrook and Adanac Park employment area, and to employment areas within the wider Travel to Work Area;
- Sustainable access to the Local and District Centres;
- Development of multi-modal interchanges with rail at Southampton Central Station, in local areas like Woolston, and with ferries at Town Quay;
- Development of the infrastructure to create a Smart City that uses technology to help efficiently and effectively manage traffic and demand; and
- A well-managed and maintained transport asset (e.g. roads, pavements, bridges, signs and bus shelters), where maintenance-related renewal work is planned and delivered to ensure the continued future reliability of these assets.

A System for Everyone

We will seek to make Southampton an attractive place that improves the quality of life for residents and workers in the city, ensuring that the transport system enables everyone to get equal, safe and fair access to opportunities regardless of their circumstances, and they are treated equally. This will be achieved through three themes:

An Attractive City that is modern and vibrant where people are proud to live, work and enjoy visiting.

A Safe City that reduces the number of people killed or injured on the transport system towards zero.

An Inclusive City that has an accessible and inclusive transport system providing a good range of realistic mobility options.

We will do this by seeking to transform the look and feel of streets and places and by considering the mobility needs of people from all walks of life and backgrounds and improving levels of safety whilst travelling around. Transport contributes towards the city being a thriving place where people want to live, work and spend time. This means whether people are walking, on a bike, have mobility or other restrictions, use a bus or train, or using a vehicle – they can access each form of travel easily, they are respected, safe and have an equal share in the transport system.

To do this, some of the important projects we will focus on include:

- Within the core of the City Centre, extensive priority and road space will be given to people travelling by public transport, walking and cycling, thereby reducing the need for travel by car through the City Centre;
- Change the look and feel of the City Centre by improving the public realm to make the city an attractive place with key projects around the Bargate, on Queensway-Bernard Street, route from Southampton Central Station via Western Esplanade to Town Quay, and in the District Centres;
- Meeting the needs of all transport users so people are able to access employment, training and leisure opportunities;
- Developing 'Mobility as a Service' through improved technology and partnerships;
- Focusing safety improvements in hotspots or clusters to move towards having no killed or seriously injured incidents; and
- Targeting certain safety and security behaviours.

A Better Way to Travel

We will support people to make better travel choices around how they move about the city, by widening their travel choices so they can get around actively and healthily and transport heads towards becoming 'zero emission'.

This will be achieved through two themes:

An Active and Healthy City that is easy to get around with joined up networks for active travel to promote healthy lifestyles and has vibrant people friendly liveable neighbourhoods.

A Zero Emission City that is moving towards having zero emissions from transport delivering cleaner air and reduced emissions.

We will look to transform people's travel habits increasing levels of walking and cycling, enabling more residents to live healthy and active lives. This will include investing in measures to make it easier and safer to walk and cycle within neighbourhoods and for trips to the City Centre and the Economic Drivers with safe direct routes that go where people want them to go. This will have benefits for air quality as well and where vehicles are needed we will encourage greater uptake of alternatively fuelled low emission vehicles and different ways of using them.

To do this, some of the important projects we will focus on delivering include:

- Completing the Southampton Cycle Network so is better and easier to cycle for most journeys around Southampton using a comprehensive network of safe, high-quality cycle routes;
- Developing Active Travel Zones in local neighbourhoods that provide easy access to local services on foot and by bike, helping to create more liveable communities;
- Making it easier and safer to get around on foot, offering attractive routes and making good use of green infrastructure; and
- Moving towards a Zero Emission transport system with supporting infrastructure and any measures to regulate or restrict more polluting vehicles.

By applying all of these goals and themes, we will look to transform and redefine how people travel around the city up to 2040.

Delivering Connected Southampton

Connected Southampton covers the next twenty years to 2040. There are schemes that can be delivered in the short term and others that will require more detailed longer term planning.

The Council recognises that this an ambitious twenty year strategy for transport Southampton and we cannot deliver all of the ideas in Connected Southampton alone. We will ned to the support of other organisations ranging from central Government, TfSE, Solent LEP, Highways England, Network Rail, the Port, SHBOA, bus, rail and ferry operators, neighbouring authorities, local and national voluntary groups, specialist transport groups such as Living Streets and Sustrans, as well as private companies and developers, to work together to deliver the identified schemes. This collaboration will be vital to ensure that the transport network is able to realise the ambition for transformative transport that supports Southampton's sustainable growth.

We will prioritise schemes as they different lengths of time and costs to develop, and they will progress through a project lifecycle at various times depending on their scale. BY prioritising them we can investing time and money in developing the schemes that will achieve the vision and outcomes sought. However, there may be times where we need to package up schemes to achieve the maximum benefit or work with partners across the Solent area.

Full detail of projects being designed and delivered or that will be developed will be set out in a series of three year Implementation Plans. The current Implementation Plan covers the period from 2015 to 2018, with the next one covering the period from 2018 to 2022.

Introduction

Over the next twenty years Southampton will be transformed with our bold and ambitious plans that will change the look and feel of the city. These plans will increase the number of people wanting to work and live here. During that time 24,000 new jobs will be created and there is a need to provide over 19,000 homes in Southampton. To support this a well-functioning transport system is important for Southampton's future success. This growth and transformation provides us with the opportunity to plan and invest in better and innovative transport infrastructure.

As well as economic growth, Southampton faces other challenges around addressing social inequalities, an ageing population, its geographical constraints, and air pollution. The city contains some of the most deprived areas and highest concentrations of air pollution in the country. The geography of Southampton is vital in its is success with the Port, but the two rivers also create challenges for how people get around.

To make Southampton a modern, liveable and sustainable place to reside, work and visit, the transport system needs to support the economy by reducing congestion, work for everyone, reduce the barriers to jobs and opportunities, improve the environment and people's quality of life, and deliver more people friendly streets and neighbourhoods.

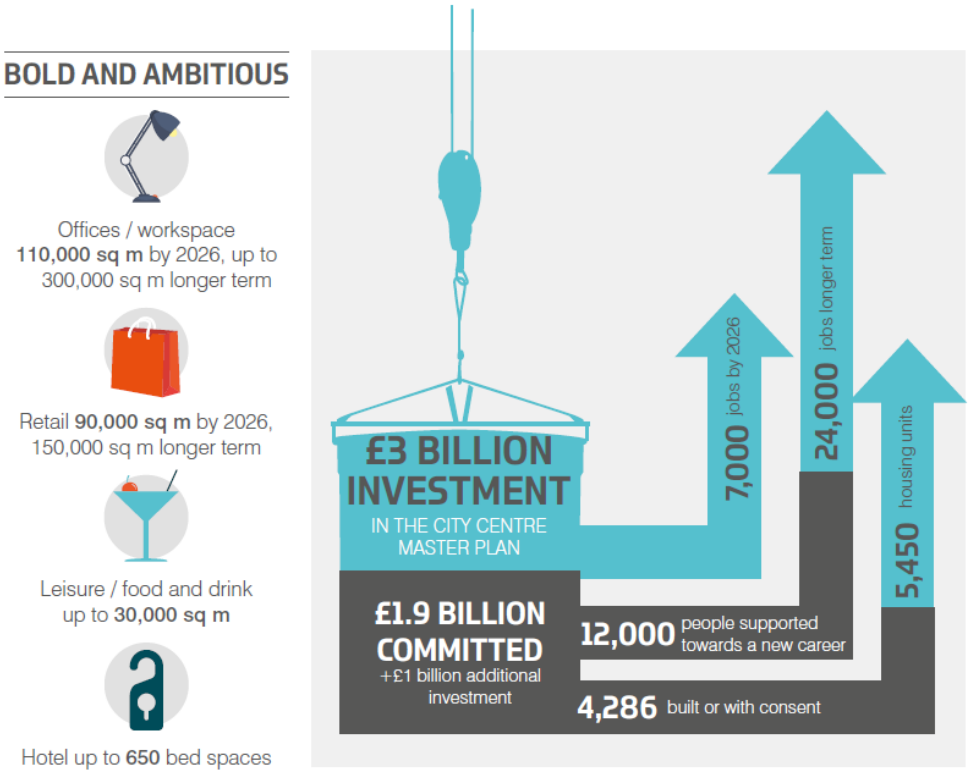
The Council's Strategy seeks to make ***'Southampton a city of opportunity where everyone thrives'*** and contains the following four outcomes:

The quality of the transport system in Southampton will play an important part in making these outcomes a reality. This will be achieved through improving people's access to travel options, connecting them to job opportunities within the economic drivers – our main areas of employment, promoting sustainable and healthy travel, rethinking how highway space is used with a focus on making best use of the finite space we have, giving people confidence to travel independently, and taking advantage of advances in travel innovation and new technology.

Connected Southampton is our long-term umbrella transport policy that looks forward to 2040. It sets out the approach for how transport will meet the challenges that Southampton will face and proposes how we intend to plan, invest and manage transport in the city. It identifies our priorities for improving local transport to help make Southampton a more attractive city to invest in and improve the quality of life for all residents, visitors and businesses.

While there is a good level of certainty on the number of new homes and jobs that we need to plan for, there are various unknowns that could affect the future demand for travel as technology advances, such as new forms of personal and shared mobility and autonomous vehicles. We need to be aware of these factors and potential disruptive technologies and ensure we are well positioned to use them to our advantage as part of the strategy to meet the challenges.

Our Big Ideas for 2040



To help make Southampton's bold and ambitious plans for growth for the future a reality, the transport system will need to be flexible and adaptable to help ensure that everyone is able to share in and benefit from the future success of the city. There will be challenges for transport arising from the plans for growth and investment, as well how transport can help tackle the social inequalities we see in our city and poor air pollution. Also, the rapid pace of change will mean that there will be new technologies around mobility that we need to take advantage of. To meet these challenges Connected Southampton is setting out some equally big transport ideas.

These big transport ideas for 2040 are:

- The **Southampton Mass Transit System** that covers the city and linking into the wider area to transform the public transport experience. It will bring all elements of public transport together to form a coherent, integrated system focussed on the customer. Its aim will be to allow people to travel easily around and across Southampton on high quality vehicles that are reliable – enabled by high levels of priority through the most congested corridors. It will feature rapid sections which have a frequent 'metro' level of service that in the future could even be automated. Away from the main corridors, routes will then spread out across the city by either bus or other demand responsive provision. Where routes or modes intercept, interchange between them will be easy and united with a system that allows people to make and pay for their journeys seamlessly;
- A **Liveable City Centre** where people will want to live, work and spend time in and travel in sustainable ways that enables the growth of the City Centre as the social, economic and cultural hub. Transport will facilitate this by creating routes that are easy for people to walk, cycle or use the Mass Transit System, and attractive, vibrant public spaces where people can enjoy meeting and interacting. Through traffic that does not need to pass through the City Centre and will be reassigned to more

appropriate routes. The supply of car parking that is still necessary to support a vibrant city will be consolidated and reduced;

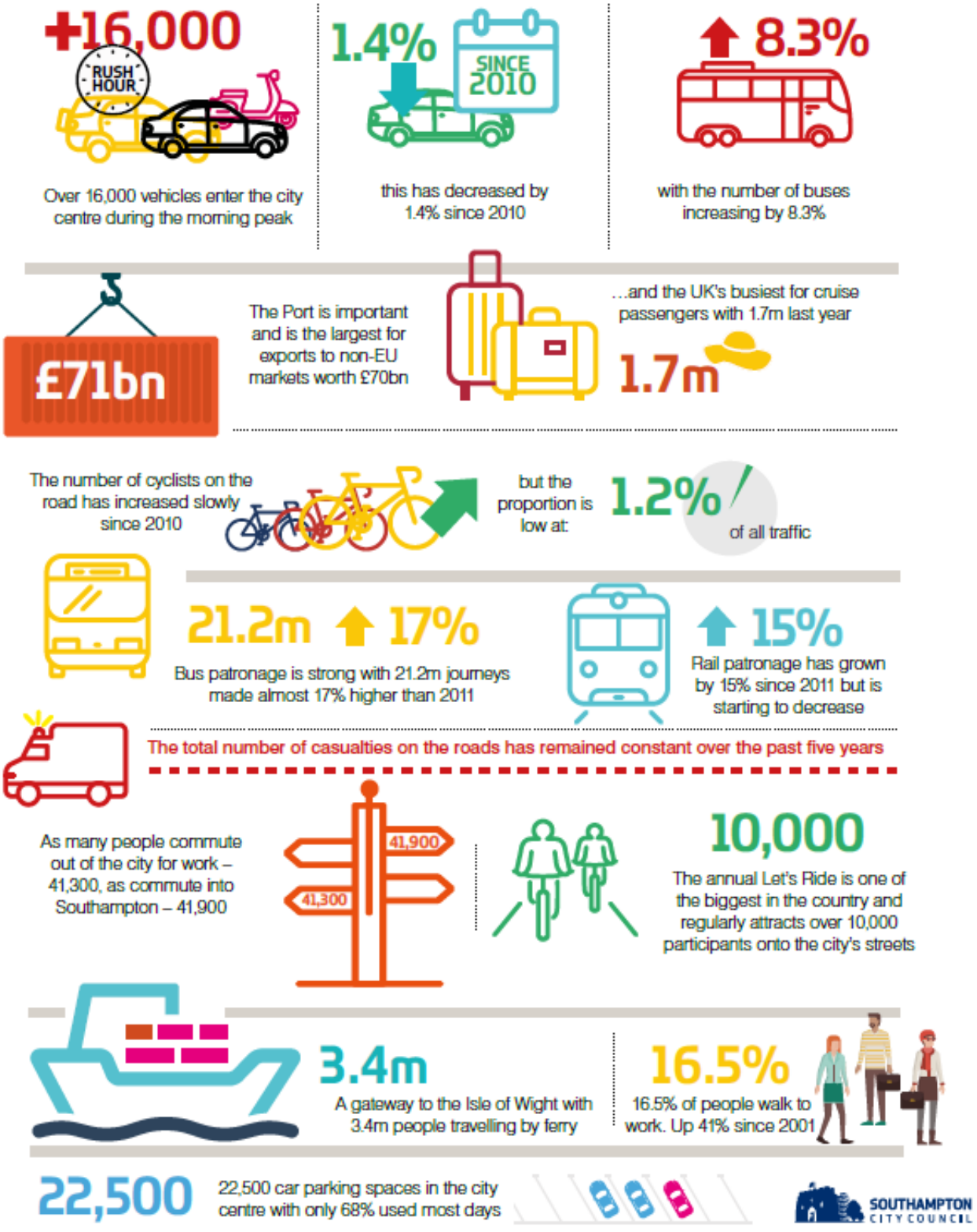
- **Active Travel Zones** in local neighbourhoods that improve local areas and widen travel and mobility choices. These would seek to encourage people to walk and cycle for short trips, by implementing measures that discourage through traffic, and seek to create an environment that is attractive and social. In Local and District Centres Local Mobility Hubs are created with a range of alternative mobility options (e-bike share, car share, alternative fuels) and local consolidation points;
- A network of **Park & Ride** sites that serve the places where people work and go for leisure or retail including the City Centre. These would be at both strategic locations on the edge of the city and as part of the Local Mobility Hubs further in – where people can park and continue to their destination by bus, cycle, walking or car-share;
- The comprehensive **Southampton Cycle Network** which makes Southampton a true cycling city by enabling people to cycle safely from their front door to where they want to go;
- A **Zero Emission City** that looks to reduce emissions from traffic towards zero by supporting alternative fuels and intelligent management of traffic so that Southampton is a clean and healthy city; and
- **Better Connectivity**, enabling the growth and smooth operation of the main employment areas in Southampton, such as the Port, industrial areas, the Hospitals and Universities, by ensuring that they have efficient, modern and reliable transport connections within and beyond the city.

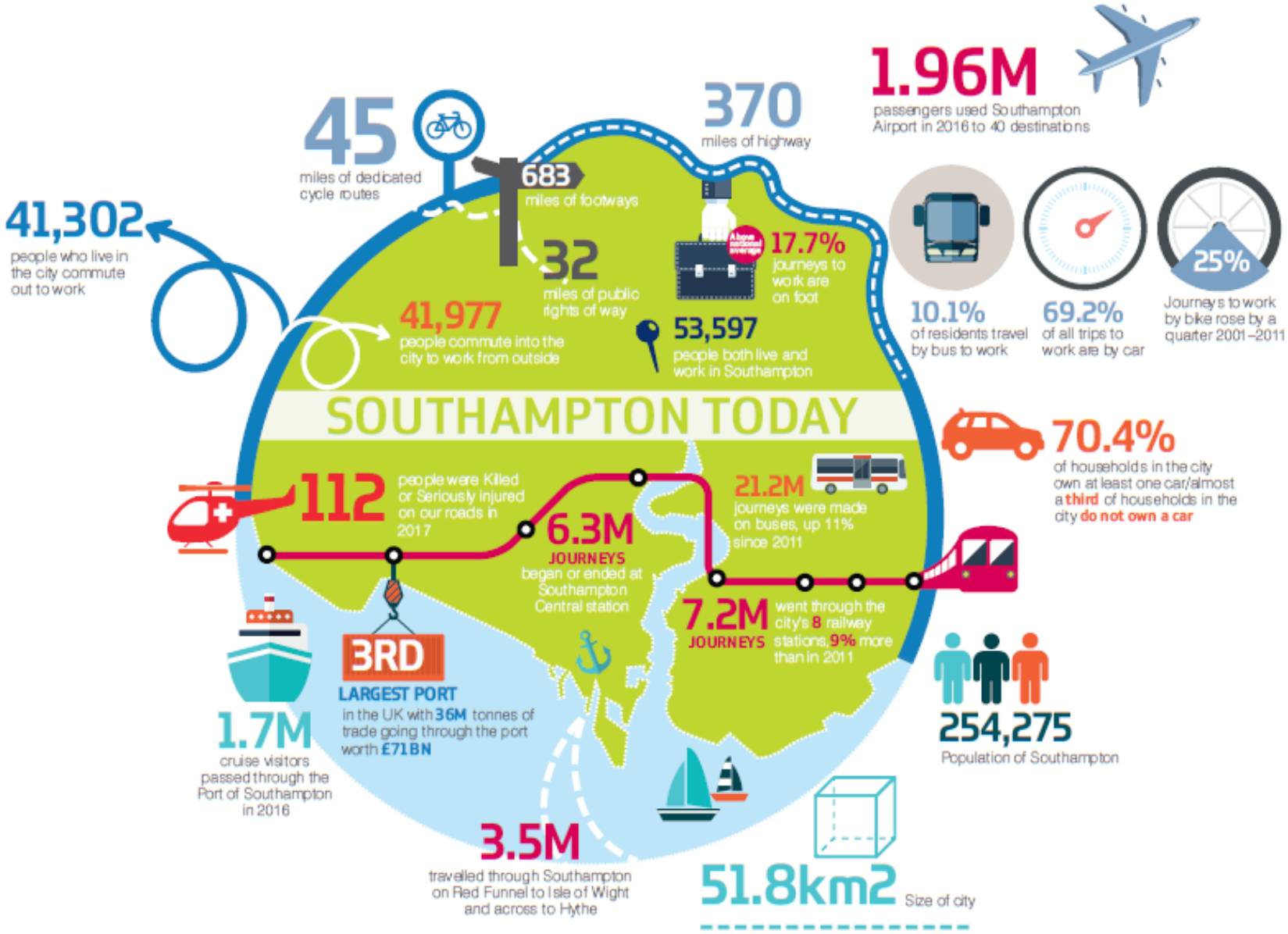
Connected Southampton, as our long-term umbrella local transport plan, is the mechanism for setting out how we will help to transform the ways in which people move around Southampton. However, the full financial cost of implementing all the policies and schemes set out in Connected Southampton adds up to a big number and will requiring long-term funding at a scale that is beyond what has been available previously. To bridge this gap, we will need to continually seek to secure external funding from the Government, Sub-national Transport Bodies, Solent LEP, developers and other sources. We may need to explore options for generating additional transport funding locally, so that the ambitions of Connected Southampton can be delivered.

Transport challenges and travel patterns ignore administrative boundaries and stretch beyond Southampton and the Solent region. In order to tackle these challenges effectively and to deliver Connected Southampton we need to strengthen our existing partnership working with other organisations with responsibility for transport and with businesses, schools and residents. We will continue to collaborate with neighbouring authorities, including Hampshire County Council and work together effectively across our boundaries with bodies such as Transport for the South East (TfSE), Highways England, Network Rail, Solent Transport, the Port, and the train, bus and ferry operators.

Where are We Now? Travel in Southampton Today

To prepare for the future we need to understand where we are today. Some key facts and statistics on Southampton's travel patterns today are.




1.96M
passengers used Southampton Airport in 2016 to 40 destinations
45
miles of dedicated cycle routes
370
miles of highway
683
miles of footways
32
miles of public rights of way
41,302
people who live in the city commute out to work
41,977
people commute into the city to work from outside
17.7%
journeys to work are on foot
53,597
people both live and work in Southampton
10.1%
of residents travel by bus to work
69.2%
of all trips to work are by car
25%
Journeys to work by bike rose by a quarter 2001–2011
SOUTHAMPTON TODAY
70.4%
of households in the city own at least one car/almost a third of households in the city do not own a car
112
people were Killed or Seriously injured on our roads in 2017
6.3M
JOURNEYS
began or ended at Southampton Central station
21.2M
journeys were made on buses, up 11% since 2011
7.2M
JOURNEYS
went through the city's 8 railway stations, 9% more than in 2011
3RD
LARGEST PORT
in the UK with 36M tonnes of trade going through the port worth £71BN
1.7M
cruise visitors passed through the Port of Southampton in 2016
254,275
Population of Southampton
3.5M
travelled through Southampton on Red Funnel to Isle of Wight and across to Hythe
51.8km2
Size of city

A Well-Connected City and a Gateway for Trade

Southampton is well connected to international, national and local transport networks – by water, by air, by rail and by road. It stills at the heart of the south coast and is one of the UK's main international gateways for trade through the Port of Southampton. Southampton is also important for the Solent as the largest city, major University and Hospital services as well as a large retail and leisure draw.

The Port of Southampton is a major deep-sea port on Southampton Water with significant national and global economic importance. It provides a gateway for businesses across much of southern and central England to global markets for the import and export of goods – forming a main stop on the key international shipping routes that operate between Shanghai and Rotterdam. It is the UK's 3rd busiest Port for cargo with trade in 2017 with 36m tonnes of cargo passing through, and is the busiest for exports to non-EU markets worth £36bn. The Port handles a variety of cargos ranging from vehicles (900,000 per year), bulky items, and containers (over 1m containers a year), to scrap metal, aggregates, and fruit.

The Port is also the UK's premier port for the cruise industry, in 2017 1.7m passengers beginning or ending their cruise in Southampton, this accounts for 86% of all cruise passengers in the UK and makes Southampton the busiest port for cruises in Northern Europe.

The Port of Southampton is the UK's **3rd** largest employing **15,000** people,

In **2017** it handled **1.7m** people on cruises, Over **1m** containers **900,000** vehicles, **1.3m** tonnes of bulk cargo, and **857,000** vehicles to the Isle of Wight

All worth **£71bn** to the UK

There are nationally important road and rail freight commodity corridors connecting the Port and Southampton with its' hinterland and to the Midlands, North West and the wider London and the South East area for automotive exports and deep-sea container imports and exports. UK businesses who import or export goods by HGV via the Port rely on the good quality strategic road links via the A34-M3-M27-M271 for the effective transport of their goods. This corridor is particularly important for links from manufacturing centres in the Midlands for the automotive trade, but also retailers who have large distribution warehouses in the Midlands and have stock imported in containers. HGV flows form a high proportion of the traffic using the A34, accounting for 20% traffic using it. Within Southampton, the last mile to the Port after leaving the Strategic Road Network, the A33 and A3024, need to be of similar level of reliability to enable reliable fluid movement.

Southampton is the only active rail-connected port in the Solent area, with around 30 freight trains per day (about a third of cargo traffic from the Port) passing through the Port carrying containers and vehicles, each freight train carries the equivalent of 38 HGVs. The main rail freight route from Southampton is via Basingstoke, Reading and Oxford to the Midlands and onwards to the North West via the West Coast Main Line.

Southampton Airport is another international gateway to the Solent and sees almost 2 million passengers a year travel through it. It is connected to 40 different destinations across the UK and Europe. While focused on the leisure market it does provide connections for businesses to UK hubs. Passenger numbers using the airport continue to grow and it is an important international gateway for the city and Solent. The adjacent Southampton Airport Parkway is an important bus, coach and rail interchange hub with cycle links to the surrounding areas of Swaythling and Eastleigh, and to the University of Southampton.

Southampton Airport handled **1.96m** passengers in 2016 flying to **40** destination in UK and Europe.

Contributes **£160m** to UK economy.

1.84m people use Southampton Airport Parkway station.

The Strategic Road Network around Southampton provides national and local connections. The M27 provides the important road connection between Southampton and Portsmouth, with sections carrying over 146,000 vehicles a day. The M27 suffers from chronic levels of congestion and delay during peak hours with the section between junctions 5 and 8 in the top 10% worst performing sections on England's strategic road network. As a result, journey time unreliability on the M27 frequently results in delays on other parts of strategic and local road networks and adding to costs for businesses based in the Solent area. It is estimated by TfSE that delays caused by congestion on the M27 and A27 corridor cost business and freight £500,000 per km of congested route. The M27 also has a dual role balancing strategic connections and supporting local journeys, it supports a substantial proportion of short hop trips, with around 28% of journeys involving 'hops' of one or two junctions.

The M3 provides important connections northwards from the City towards Winchester, Basingstoke and London and via the A34 to the Midlands and North West and suffers from congestion between junctions 14 (Southampton) and 9 (Winchester). West of Southampton the M27 and the A31 connects Southampton with Bournemouth and Poole via the New Forest National Park, with onward links towards Weymouth and the south west. The A36 provides connections to Salisbury and Bristol. At peak times, and during popular holiday times, all these routes suffer from seasonal traffic congestion.

The A27 corridor, which skirts to the north of Southampton and parallels the M27 along much of its length, provides a supporting role to the M27. The A27 is also expected to experience worsening levels of congestion, affecting journey time reliability.

Southampton is well served by the rail network, benefiting from frequent passenger rail links to London, Portsmouth, Bournemouth, Bristol, Brighton, Birmingham and the north. Rail journey times from Southampton to London are between 80 and 100 minutes. These journey times are longer than for cities located further away from London than Southampton such as Coventry, Norwich and Leicester. At a local level there are fast, frequent rail links to Bournemouth, Fareham and Winchester, but the frequency of rail services to both Portsmouth and Eastleigh are much poorer. Journey times by train to Portsmouth are slow and train services are infrequent with currently only two direct trains per hour taking between 45 and 60 minutes to do the 20 mile journey from city centre to city centre.

Southampton Central station is the busiest in the city with **6.5m** journeys beginning or ending there.

Through all eight stations in Southampton **7.3m** journeys were made in 2017 – 9% more than in 2011.

The busiest suburban stations are St Denys, Swaythling and Woolston.

Southampton's bus network carried **21.2m** people in 2017 an increase of **11%** from 2011.

People in Southampton made **84** journeys per head in 2017 I- the **6th** highest outside London and major cities.

The busiest corridors for bus services are Shirley Road, Itchen Bridge and Bitterne Road.

Bus usage is growing in Southampton with 21.2m people using then in 2017. Buses provide inter urban connections between Southampton and the surrounding towns and villages. Some places have excellent connections with good journey times such as Totton and Eastleigh. But to certain parts bus services are slow and infrequent particularly those linking to Hedge End and Botley, both located just beyond the M27 motorway. Buses are also subject to being caught in congestion and this impacts on journey times and reliability. As a result, there are heavy flows of car-based trips made in both directions.

Southampton's main highway network is focused around a limited number of radial routes into the city from the suburbs and wider Hampshire area, which results in the concentration of traffic flows onto these

30,827 people travel into the City Centre between 7 and 10 each morning

58% are in cars
19% travel by bus
13% travel in on foot
2% cycle, and
7% travel in by rail and ferry

The **three busiest** corridors are A33 Mountbatten Way, A3024 Northam Road and A3057 Shirley Road.

main routes. The A35 Redbridge Causeway, M271 and A33 Redbridge Road-Millbrook Road West corridors provide the main access into Southampton City Centre and Port, from the M27, the west and north west of the city, as well as wider from the M27 and M3, and carries 32% of all traffic coming into the city. These routes connect Totton, the New Forest, Romsey to Southampton General Hospital and City Centre. The A33 Bassett Avenue-The Avenue is the main corridor into the city from the north from Chandlers Ford and from Winchester via the M3 and passes close to the University of Southampton. The A335 Thomas Lewis Way is the main road into the city from Eastleigh and Southampton Airport via M27 Junction 5. The A3024 and A334 Northam Road-Bitterne Road West-Bursledon Road corridor is the main route into the city from the east with routes from Hedge End, Botley and Bursledon crossing the M27 at Junctions 7 and 8. This is the second busiest corridor for traffic and carries 25 buses per hour at peak times. The A3025 Portsmouth Road, via the Itchen Toll Bridge, provides the main route into the city from Netley and Hamble. The A35 Winchester Road-Tebourba Way connects The Avenue with Redbridge Road and is a key route to and from Southampton General Hospital.

Cycling has increased in popularity as a way of getting around the city, with 25% more people cycling to work in 2011 compared to 2001. This compares well to some places like Plymouth, Stoke and Derby but lags behind Hull, Brighton and Portsmouth. Only 2% of traffic on the roads is cycles.

The main corridors for cycling are Shirley Road, The Avenue and via the Itchen Bridge, where up to 7% of people on those corridors are cycling. However, the network of cycle facilities is disjointed and varies in quality, there are routes that cross out of Southampton to Totton, Chandlers Ford and Eastleigh but none towards Hedge End and Botley. The mass participation 'Let's Ride' cycling event, held each summer, attracts more than 10,000 people, suggesting that more people would be willing to cycle in Southampton if cycling infrastructure was improved.

Cycling is increasing with **6,000** people cycling across the city each day, and Let's Ride attracts **10,000** people each summer.

25% more people cycle to work than in 2001.

The busiest corridors for cycling are Winchester Road, Shirley Road, Itchen Bridge and The Avenue.

Southampton is also home to the regionally important Southampton General Hospital in Shirley which has 11,500 members of staff and sees almost 750,000 patients a year, generating 24-hour movements from emergency services, patients and staff, and the Royal South Hants Hospital located close to the City Centre.

Every day during term time, 33,000 pupils attend the 69 primary schools and 23 secondary schools in the city. A quarter of primary school pupils and 19% of secondary are driven by car to the immediate vicinity of the school with the rest use more sustainable forms of travel.

Investing in Transport

Southampton has an excellent track record in delivering transport projects. Between 2011 and 2018 a total of **£114m** was invested in transport infrastructure, facilities and initiatives. In the next few years, and beyond, more investment is being committed for further transport improvements that will continue to transform the city.

£13m Platform Road gyratory for new access to Port at Dock Gate 5 to reduce delays.

My Journey behaviour change and events programme that promotes sustainable and active travel for journeys to work and school

New innovative cycle infrastructure that is starting a transformation in facilities for people to cycle safely and conveniently on.

Improving the image of the bus with real time information on board and at stops, Wi-Fi, USB charging and clean buses

£6m to create attractive gateways and interchanges at Southampton Central Station and to the City Centre.

A major programme of road resurfacing and traffic signal upgrades including A33-A35 Millbrook Roundabout.

This funding has come from a variety of sources including Local Transport Plan grant and competitive funding from central Government (both DfT and DEFRA), Solent LEP's Regional Growth Fund, contributions from new developments, and working with third parties such as

the bus operators, Highways England and Network Rail. As well as direct investment to improve the quality and reliability of the local bus network, working closely with public transport operators, Southampton has benefitted from a strong and unique partnership between the Council and bus operators through South Hampshire Bus Operators Association (SHBOA).

This co-ordination and partnership working have delivered a variety of transport projects in Southampton that have helped people get around sustainably and easily, supporting the city's growth. These investments have ranged from small scale cycle facilities, wider reaching behaviour change campaigns and road safety enhancements, to bus customer experience improvements, large public realm and significant highway improvements.

Where Are We Going? Southampton's Challenges to 2040

Looking ahead to 2040, transport in Southampton will have to respond to and identify effective solutions to these main challenges.

Delivering strong and sustainable growth - new homes, jobs and regeneration

Improving people's health and quality of life

Improving the quality of the environment - better air quality and place

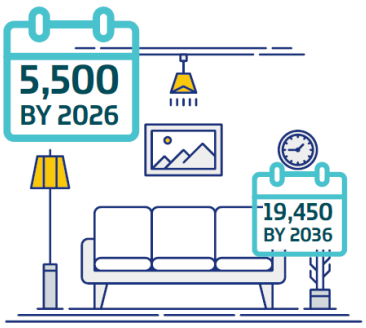
Improving transport reliability - better journeys

Delivering strong and sustainable economic growth

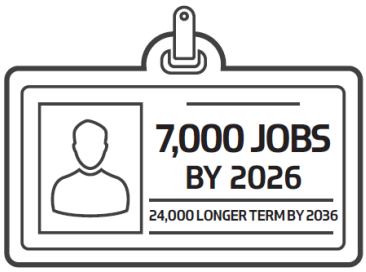
Southampton has bold and ambitious plans for growth over the next two decades with over £3bn expected to be invested in the city by 2036 creating 24,000 new jobs with 7,000 being created by 2026. As a consequence of all this planned development and new jobs, this will see 30,000 more people living in Southampton, equivalent to the size of Windsor. This growing population will require places to live, meaning there will be an urgent need to build more homes and 19,450 are planned to be delivered in Southampton between 2016 and 2036, with another 23,190 in the surrounding area. Some of this planned growth has begun

Southampton is set to grow

Population will increase by 30,200



New Homes – 5,500 in the city centre by 2026, City Wide Local Plan by 2036 19,450



Generating Jobs – 7,000 by 2026, 24,000 longer term by 2036

to be delivered but with the rest to come. Since 2010 there has been a 2.1% decrease in traffic flows whilst at the same time bus passenger numbers have gone up by over 10%.

Alongside the City's developmental growth, the Port of Southampton envisages a doubling of throughput by 2035, this level of activity would see increases of 95% in cruise patronage, 63% growth in the number of containers handled, a 102% rise in the number of vehicle exports, and an 80% increase in the volumes of vehicles and passengers travelling to and from the Isle of Wight via ferry services to Cowes.

Southampton Airport, while just outside of the city, has plans that by 2037 there will be double the number of passengers using it.

Southampton Airport wants to more double its operations:

By **2037** it could be handling
5m people flying, over **57,000** flight movements, and **1,500** people employed

The Port of Southampton is set to double its throughput:

By **2035** it could be handling
3.46m people on cruises,
Over **3m** containers,
1.8m vehicles,
2.6m tonnes of bulk cargo, and **1.5m** vehicles to the Isle of Wight

The clinical, knowledge and digital sectors of the city's economy already contribute over £1bn to the economy and all are set to invest and grow. Both universities and the two hospitals have plans to grow, offering considerable opportunities for life sciences and technology. Over £500m of investment is planned by the two Universities to develop their research, clinical and digital specialities, generating a high-skilled and well-qualified pool of graduate workers that can be recruited by businesses based in the city and wider travel to work area, addressing skills gaps and enabling vacancies to be filled.

Aided by this increase in jobs and there being more people living and working in Southampton, the Solent LEP forecasts the city will experience growth in Gross Value Added (GVA) of 2.8% each year. By 2030, this could mean that the city's economy could be worth £8.64bn. However, recently Southampton's economy has grown at a rate slower than for the South East region as a whole. This has led to the emergence of a productivity gap in Southampton with GVA per head 16% lower in the city than the South East average.

These increases in jobs and population, through planned growth and development means that by 2040 there could be demand for additional 74,000 people trips on Southampton's transport network – 11% more than now. Of those new trips 53% of those could still be made by car. To keep traffic at the same levels as today, this would mean that almost 40,000 of the additional trips would need to be made by public transport, walking or cycling. If all these new trips were made by car then levels of congestion and journey times would significantly worsen, acting as a brake on the growth and productivity. Failing to address congestion, which is already estimated to cost the economy £100m a year would have a negative impact and could see an estimated 22,000 fewer jobs created across the Solent.

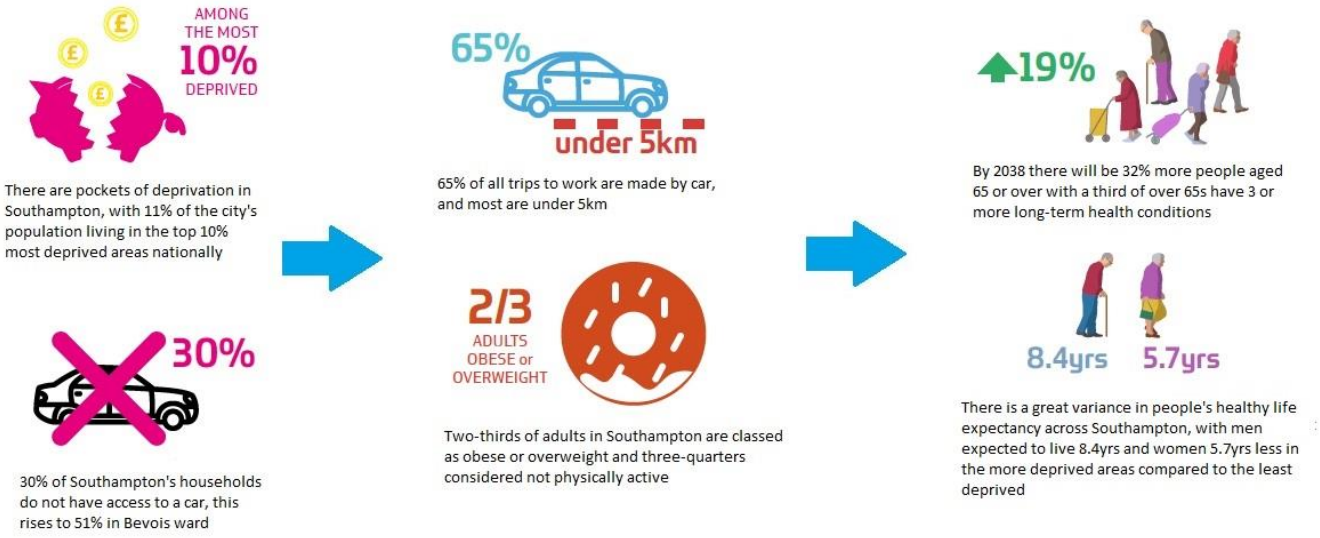
As well as increasing congestion and journey times not reducing the amount of car trips will continue to cause pollution, making streets unsafe and unpleasant places to be, increase severance in our communities, and delay bus and freight journeys.

To meet the Sustainable Growth challenge, we will need to focus on:

- Reducing the growth in the amount of traffic coming into Southampton by improving public transport connectivity and by intercepting car trips into the city from further afield at the edge of the city and transferring them to public transport, cycling or walking to get more sustainable travel patterns;
- Maintaining reliable and efficient access to the Port, Airport, Economic Drivers, and the City Centre from the national transport networks;
- Restructuring and reallocating road space on the highway network so it can support more trips by sustainable and active ways;
- Developing options for consolidating freight and logistics on the edge of the City and delivering goods and support services in clean low-emission ways;
- Developing a high-quality innovative public transport system that supports sustainable growth by making in a mode of first choice on a network that is reliable, prioritised, integrated and inclusive;
- Ensuring that the transport asset is in a good condition and can accommodate the demands placed on it; and
- Looking at making best use of new innovative technologies to exploit their full potential.

Improving people's health and quality of life

Across Southampton there is a significant variation in people's healthy life expectancy and quality of life. Southampton remains the most deprived city in the South East. There are pockets of deprivation with 11% of the city's population living in the top decile of the most deprived areas in England. People living in these areas, which are either close to the City Centre or are located on the edge of the city, have lower levels of car ownership, and because many are close to busy roads they can experience higher levels of air pollution.



In the last decade, Southampton has become relatively more deprived. It has gone from being the 81st most deprived local authority, out to 326, to the 67th most deprived. Further compounding any existing gaps in earnings, currently people living in Southampton earn £60.00 less per week than those who live outside and work in the city.

IMD 2015 Southampton	Household Doesn't Own Car	Method of Travel to Work			
		Walk	Cycle	Bus	Car
10% most deprived	42%	15%	4%	14%	54%
10% least deprived	16%	16%	7%	5%	54%

People living in the more deprived areas of Southampton, are less likely to own their own car, and they are more likely to walk or take the bus to find or get to work. They need affordable public transport and the ability to cycle or walk to local services, leisure opportunities and to fight exclusion.

Levels of cycling to work are currently the highest in areas that are either more affluent or in those that have lower levels of car ownership. These areas are located close to the City Centre around Bevois ward (9% cycle to work) or closer to major employment hubs such as the University in Highfield ward (8.7%). At the other end of the scale, areas with the lowest levels of cycling include Sholing and Harefield wards have less than 2% cycling to work, both are located towards the eastern edge of the city, with pockets of deprivation, and a hillier topography.

As the population grows it is also aging. Predictions suggest that there will be a 32% increase in the number of people aged 65 or over living in Southampton by 2038, in addition a third of over 65s are likely to have three or more long-term medical conditions. It is estimated that 2% of the city's adult population will have some level of learning disability, which could be higher amongst vulnerable groups. Transport has a vital role in providing mobility and services required by an aging population to help people maintain their independence. For example, public transport needs to affordable and accessible, and that bus services connect them to opportunities to interact with other people, or that parking is suitably located at destinations. It is important that transport services are designed and delivered to better meet the needs of people with physical, cognitive or sensory deficits.

The spatial pattern of health inequalities and participation in physical activity seen within the city is similar to that of social and economic deprivation. There are a number of contributory factors to poor health, but deprived areas' close proximity to the main transport routes can exacerbate the underlying causes of poorer heath and lack of activity through poor air quality, noise and severance. If the infrastructure and opportunities are not available for active travel this can hinder building activity into people's daily routines. Poverty and deprivation also can, in some cases, be linked with a higher risk of excessive weight as well as a dependency amongst those with poorer health on car travel for shorter trips.

There is great variance in people's health and life quality across Southampton, with those in more deprived areas expected to live shorter lives than those living in less deprived areas. Men are expected to live 8.4 years less and women 5.7 years in the more deprived neighbourhoods compared to the least deprived.

An estimated two-thirds of adults in Southampton are classified as being either overweight or obese, and a quarter of Southampton's adults are considered not physically active enough (they are not meeting the Chief Medical Officers' recommendation of participating in 30 minutes of moderately intensive activity three times per week. Nearly 60% of adults feel socially isolated, highest in the South East region, which has adverse impacts on mental health and wellbeing. Physical inactivity increases the risk of many physical and mental health conditions including diabetes, dementia, stroke, heart disease, breast and colorectal cancer, and depression.

Levels of childhood obesity within the city are higher than the national average, with 35% of Year 6 children classified as overweight or obese. Today's children are the first generation that is expected to live more of their lives in ill health from chronic diseases than their parents.

Without change these demographic, health and socio-economic changes and trends will place pressure on the transport system as people will place different demands on using and accessing it compared to today. By planning and creating a transport system that is affordable and accessible, that provides the infrastructure, training and opportunities for people to walk, cycle or take public transport more this will help to reduce isolation and exclusion, and by swapping car journeys for one taken by walking or cycling there will be multiple benefits for individuals and society. These range from reducing the risk of developing or exacerbating health conditions, improve mental health, help people out of work get to job and training, and can address absenteeism from work, relieve pressure on healthcare facilities, improve air quality, and improve levels of productivity at work and school. Transport can also be part of a holistic approach to increasing physical activity beyond the journey to work or school, but in getting more people into healthier lifestyles.

The number and frequency of reported casualties on the roads has been decreasing since 2000, but road casualty levels still remain higher than the England average. For children this rises to nearly twice the national rate. The number of people who were injured while walking or cycling has increased, as people who cycle are often disproportionally more likely to be involved in collisions and the severity of injury can be higher – 18% of all collisions in Southampton have involved someone cycling or walking. As traffic levels increase, both the number travelling in vehicles and on bikes, the number of cycle related incidents is likely to increase as well unless investment is made to provide well designed facilities that segregate cyclists from motorised traffic.

918 casualties per billion miles driven compared to 584 in England and has been decreasing since 2000

But numbers of people involved in casualties who are walking (116) or cycling (86) is increasing - 18% of all casualties

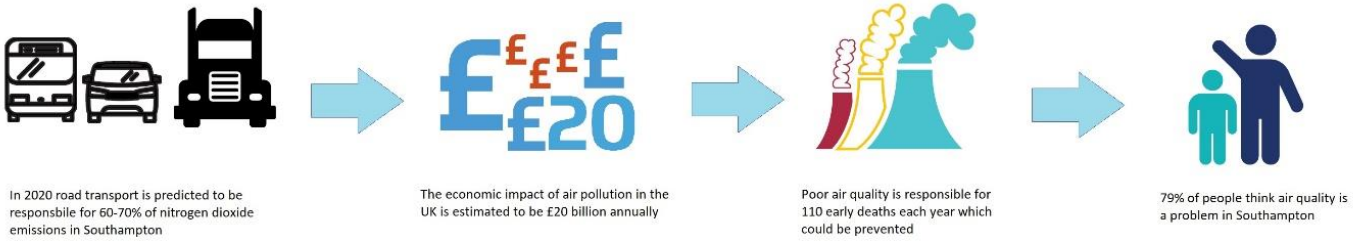
It is estimated that many more near misses involving people cycling go unreported, in 2011 41% of respondents to the Southampton Cycle Survey reported a near miss while cycling but only 15% reported them to the Police.

To meet these Health and Quality of Life challenges, we will need to focus on:

- Offering a range of viable and affordable travel options that help and enable people to have better connections to jobs, training and other opportunities that are essential for having a good quality of life, particularly in the more deprived areas of Southampton;
- Reducing the negative impacts of transport, such as air pollution, noise and severance on our deprived communities;
- Supporting the aging population with flexible and inclusive mobility options that help people to remain independent, in good health and have access to social networks, for longer;
- Enabling good and reliable transport access to leisure and health care facilities; Increasing the levels of walking and cycling to boost physical activity with high quality, continuous, easy to navigate infrastructure and messages that support this;
- Creating Mobility Hubs in District Centres providing a range of travel and mobility options that can provide accessible options for those who do not have a car or have restrictions;
- Making the City Centre a place where people can safely and easily get around and enjoy spending time, where access by car is restricted, whilst providing for access for those who need it;
- Supporting regeneration and development in the city's housing estates and District Centres so they become service hubs for the local community, helping to reducing need for making longer more expensive trips into the City Centre or further afield;
- Ensuring that the needs of people with physical or mental impairments are addressed when designing and planning transport improvements and services, so that everyone can access the services and opportunities they need safely and conveniently; and
- Continuing to reduce casualties from transport accidents towards zero – with a focus on safety of people walking, cycling and children.

Improving the quality of Southampton's environment

Southampton has high levels of air pollution, particularly for NOx and $PM_{2.5}$ and PM_{10}. Nationally it is estimated that particulate matter alone contributes to the equivalent of 50,000 premature deaths per year costing society, businesses and the NHS £60bn a year. In Southampton, exposure to particulate matter contributes to an estimated 110 early deaths a year – or 5.6% of all deaths, compared to the national average of 5.3%. Around 2,000



In 2020 road transport is predicted to be responsbile for 60-70% of nitrogen dioxide emissions in Southampton

The economic impact of air pollution in the UK is estimated to be £20 billion annually

Poor air quality is responsible for 110 early deaths each year which could be prevented

79% of people think air quality is a problem in Southampton

people are adversely affected by the impacts of road noise in Southampton often from the M27 or main arterial corridors such as the A33 Redbridge Road-Millbrook Road West.

Road transport has been identified as a major contributor to the poor air quality in Southampton. Hotspots include the M271 Redbridge Roundabout where the 60,000 vehicles a day contributes 66% of nitrogen oxides (NOx) emissions, with HGVs accounting for 55% of those road emissions. This high mark of pollution is adjacent to one of the most deprived neighbourhoods in Southampton, demonstrating the link between high levels of pollution and areas of poverty and poor health. Reducing exposure to manmade pollution can improve average life expectancy of people living in the UK by seven to eight months.

Southampton was identified initially by DEFRA as one of the five urban areas in England, outside of London, which is likely to experience continued exceedance of internationally agreed air quality limits in 2020. To address this, DEFRA has requested that Southampton produce a plan to help bring it within the required air quality limits for NOx as quickly as possible. The Council has produced a comprehensive package of measures that will aim to bring about compliance.

Southampton is the largest retail and leisure destination in central southern England. West Quay sees over 17m visitors each year and the city hosts many large events that attract tens of thousands of visitors. The largest include the Southampton Boat Show, sporting events and cultural events. How the city looks and operates is important for people to have a good impression of Southampton to keep people coming back.

However, the development of Southampton over time and recently the dramatic growth in internet shopping has had a big impact on the City Centre – particularly for retail. Parking is necessary to support a vibrant city, but too much or poorly located can have adverse impacts in car trips and on enabling and encouraging people to travel sustainably or actively. In the City Centre there are over 16,500 publicly available spaces with the majority located on the western side. During the week on average the car parks are at two-thirds capacity, at the weekend the busiest are at 80% but others are underutilised at this time. Changing consumer habits are forcing City Centres, and local District Centres to adapt their offer to retain trade customers or risk being left behind. Developing the 24 hour economy and increasing the number of people living in the City Centre will help to keep these areas vibrant, and transport will be needed to serve them.

The City Centre has some attractive green and civic spaces that are real assets for the City, including the Central Parks, Western Esplanade and Guildhall Square, but the function and look and feel of many other streets and spaces is dominated by the movement of traffic. Here space is skewed towards the needs of vehicles over people.

Many of our Local and District Centres are important destinations and often are located on the main road corridors. This means that they cater for both local and through traffic and businesses based in these centres are reliant on good transport connections and local parking to thrive. However, this duality means that they can be dominated by heavy traffic, causing pollution, noise and severance, and these centres can be poorly connected to the surrounding area for those who would access on foot or by cycling. For example, Shirley District Centre is a major hub for local people with a wide range of services, but it located on a busy road with the highest frequency of bus services in the city. This means that while vibrant it is severed, there are clusters of collisions and injuries, and inappropriate parking or loading can delay buses. Having a range of transport modes to get to these locations, a good range of local services and shops, and a high-quality environment there has a key role in supporting the continued success of these Centres.

Transport has an important role in helping Southampton to become a modern, green and attractive city by reducing pollution, how it is served and how it looks and operates. As more development is built, the challenge will be to continue to serve these areas; while also creating a Liveable City that is a successful, vibrant and attractive place, where people feel safe, want to relax and enjoy themselves, spend their free time and money within and where they can get around easily, without the car dominating streets. Changing the way in which traffic, people and goods circulate within and around the City and District Centres, so they become more people focused could have a big difference on the quality of the environment and people's enjoyment of it.

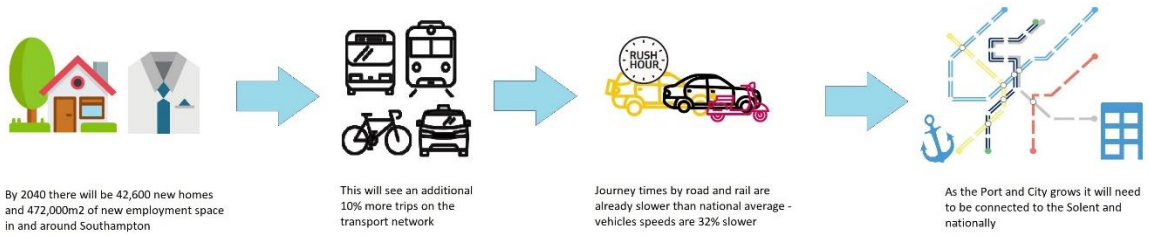
To meet these Quality of Environment challenges, we will need to focus on:

- Moving towards a Zero Emission City as technology and regulations change, by actively enabling and encouraging ultra-low and zero emission vehicles;
- Working with public transport operators to help them to continue improving their fleets so they become largely ultra-low and then zero emission towards 2040;
- Encouraging greater ownership of electric vehicles with a publicly accessible network of charging points across the city in car parks, new developments and on-street;
- Supporting businesses and the community through a Clean Air Network to encourage uptake of initiatives and travel behaviours which support improvements in air quality;
- Making the City Centre Liveable place by redistributing and reprioritising highway space to create spaces and routes for people where they can live, work, meet, spend time and make use of the services and opportunities on offer there;
- Working with developers on integrating new developments into the City Centre with high-quality accessible public spaces, routes for cycling and walking, and constrained levels of parking;
- Improving connections for walking, cycling and public transport to and between the Local and District Centres as the focal points for developing Active Travel Zones;
- Encouraging more people to cycle more often, particularly for short journeys, through implementation of the Southampton Cycle Network that makes cycling safer and easier via delivering a comprehensive network of well-designed routes linking where people live to where they residential areas to destinations people want to go; and
- Enabling people to walk more often by providing accessible, attractive and safe routes to District Centres, schools and local shops and services with clear, well signed routes so people can walk both for leisure and as a way of getting around.

Improving Transport Reliability

Congestion is an issue for Southampton and the wider Solent area. The Solent experiences very slow average journey times compared to the rest of the country, with vehicle speeds currently around 32% slower than the national average.

Cars take up a lot of space relative to the number of people they can move around, and a strong reliance on such a space-inefficient mode of transport has meant that Southampton's roads are very congested. This has made travel around the city slow, frustrating and unreliable for all users of the road network. As the City grows journey times could increase significantly – with the A33 Millbrook Road West forecast to see an increase in peak time journeys of 127%.



Congestion and unpredictable travel times could make Southampton a less attractive place to live and work. It costs businesses time and money as well as exacerbating poor air quality. If not addressed, these impacts will not just be felt by people travelling in cars, but by those traveling on buses, and on businesses where their goods and materials are delayed in traffic. By 2040 it is estimated that in lieu of investment, congestion on the M27-A27 corridor will cost business and freight around £1.2m per kilometre of congested route.

Buses services are particularly adversely affected by congestion. 85% of all public transport journeys are made by bus. The average speed of some buses is as low as 8mph in peaks times and some bus journeys can take 30 minutes longer to travel the same route during peak periods compared to in the off peak. Making the bus more reliable and offer faster journey times relative to the car is essential if the bus is to play its' full part in catering for the increases in demand for travel from growth and changes in demographics. Continued and worsening traffic congestion would act as a constraint on this and would further erode the attractiveness of the bus compounding the issues further.

While there is investment being made to provide more capacity at pinch points on key routes this only addresses congestion in the short term. The topography (rivers and hills) and in parts of the city the closeness of buildings limits the scope for providing new highway capacity in a cost-effective way. There may be scope to build new highway capacity is certain locations as parts of the city are redeveloped such as West Quay Road. However, the focus of improvements needs to be on improving the reliability of the network and moving people and goods more efficiently using the space and transport corridors already available. This needs to be by improving the reliability of the public transport and having more people travel sustainably and actively, and by consolidating freight and deliveries.

Southampton has complex two-way travel flows to and from neighbouring towns in the wider Solent area. Roughly as many people travel into Southampton for work as travel out of it – 41,300 in and 41,900 out, with 56% of people living and working within the city, this has fallen from 66% in 2001. These level of cross boundary flows is strongest flows between Southampton and Eastleigh with over 21,000 two-way journeys daily, and Eastleigh residents account for 20% of Southampton's labour force. This reflects the geographic locations, of trip generators such as employment areas. As house prices have increased, people are moving house less frequently, and people are changing their jobs more often, which often results in people's commuting distances increasing. Since the 1980s, much new office floorspace created has been in out-of-town business parks and light industrial areas near the motorways. These are harder to serve by public transport.

With the forecasts for 42,600 homes and 472,000m² of employment space in the wider Southampton City Region between 2016 and 2036 these travel flows will increase with an estimated 275,000 trips being made each morning – a 10% increase from now. To ensure that these new trips are made sustainably, these homes and jobs will need to be connected to well-maintained and reliable networks where people can easily walk, cycle or take public transport. With the level of predicted growth both within and beyond the city, additional

platform capacity at Southampton Central station is likely to be required during the 2020s or 2030s.

With the expected growth of the economy of the wider Solent area, the transport connections between Southampton, Fareham and Portsmouth will become increasingly important. When looking at comparator areas in the UK, journey times by rail between the two cities take longer and the total length of Strategic Road Network in the Solent is considerably less.

Southampton is an important gateway to the Isle of Wight, so the cross-Solent ferry connections depend on good onward transport links. By 2035 there could 1.54m vehicles making ferry trips on the Southampton to Cowes routes, an increase of 80% from today. These poor connections and long journey times are identified by business as a constraint on growth and labour market fluidity and if they get worse it will be a throttle on jobs growth.

As the Port grows the corridor from Southampton towards the Midlands will continue to be important, both for road and rail. Rail freight will continue to play an important role for movements to and from the Port and increasing rail freight's mode share is dependent on delivery of strategic infrastructure schemes to improve capacity on the rail corridor to the Midlands via Reading, to cope with both passenger and freight growth. The A34-M3-M27 corridor will need to be resilient and targeted additional capacity improvements will be required to deliver additional capacity which will help improve journey time reliability for HGV movements.

Looking further into the future, we need to be planning for ensuring that the benefits of these wider Solent area and strategic schemes are not eroded. Therefore, it will be important to work with local, regional and national partners to plan the next stages of investment required on the strategic corridors that connect Southampton with the City Region, Solent and rest of the country.

To meet these Reliability challenges, we will need to focus on:

- Moving with neighbouring, sub-regional, regional, and national agencies and partners to develop plans for investment in the national important infrastructure and links;
- Working with neighbouring planning authorities to ensure that transport and development planning is coordinated;
- Working with neighbouring Solent authorities on developing technology links to share data and information to manage traffic dynamically;
- Working closely with Hampshire County Council on developing strategies and schemes for walking, cycling and public transport to safely connect Southampton and the surrounding towns for employment, leisure and education journeys;
- Co-ordinating and promoting electric and alternative fuel strategies for the city; and
- Continuing to develop and deliver tools and measures that reduce the pressure on the transport network at peak times and capitalise on and build upon the My Journey behaviour change campaign, to promote and encourage more people to make their trips healthy by clean and active travel.

How Do We Get There?

What Is Connected Southampton

Connected Southampton is the umbrella local transport planning policy for the city. It recognises the transport challenges faced by Southampton and sets out our aspirations for improving transport in the city over the next twenty years. It provides a Southampton specific local transport plan that translates the Solent policies and applies them to the city. It should be read in conjunction with the Joint South Hampshire Transport Strategy, which consists of shared policies across the Solent sub-region, as summarised in the box below.

Joint South Hampshire Strategy – The Joint Policies

A – To develop transport improvements that support sustainable economic growth and development in South Hampshire;

B – Work with Highways England, Network Rail, the Ports and Airports to ensure reliable access to and from South Hampshire's International Gateways for people and freight;

C – To optimise the capacity of the highway network and improve journey time reliability for all modes;

D – To achieve and sustain a high quality, resilient and well-maintained highway network for all;

E – To deliver improvements in air quality;

F – To deliver strategic sub-regional approaches to management of parking to support sustainable travel and promote economic development;

G – To improve road safety across the sub-region;

H – To promote active travel modes and develop supporting infrastructure;

I – To ensure private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services;

J – To further develop the role of water-borne travel within the Solent Transport area and across the Solent;

K – To work with rail operators to deliver improvements to station facilities, and where practical, better infrastructure and services for people and freight;

L – To work with Local Planning Authorities to integrate planning and transport;

M – To develop and deliver high-quality public realm improvements;

N – To safeguard and enable future delivery of transport improvements within the Solent Transport area.

This document is an evidence-led overarching transport strategy and provides the basis upon which mode or place specific strategies and plans are to be developed that will support it. These supporting plans will go into more detail about what we will plan to do for a specific mode or place and set out delivery programmes. Connected Southampton will also inform other Southampton non-transport specific plans such as the Clean Air Strategy and Local Plan.

We have a statutory duty to prepare a Local Transport Plan (LTP), and ensure it is then kept updated as required, to outline our strategic approach to managing and delivering transport now and in the future, and to set out where we intend to invest resources in transport

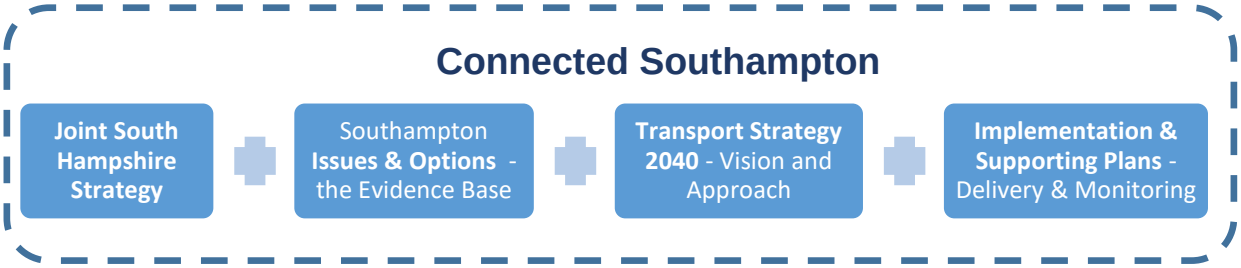
schemes and initiatives. National guidance requires that a LTP consists of a long-term strategy and a short-term Implementation Plan – detailing our investment programme. We are taking this opportunity to produce a new LTP for Southampton – **Connected Southampton** – to ensure that our transport policies, strategy and delivery plans better reflects and supports our bold and ambitious plans for sustainable and clean growth over the next twenty years.

The purpose of Connected Southampton is to:

- Set out the role and purpose of the LTP and its relationship with the Council Strategy and vision of "A City of Opportunity Where Everyone Thrives";
- Provide an evidence led LTP Transport Strategy for Southampton that explains the strategic approach and guiding principles for transforming transport in the city;
- Set out the specific components of the Transport Strategy and how to achieve the vision;
- Provide an overview of how much it will all cost, how it will be paid for and how it will be delivered; and
- Set out how we will ensure that Connected Southampton is delivering what is expected of it.

Developing Connected Southampton

Connected Southampton will become the umbrella transport planning document for the city, and it consists of a number of component parts that together provide a LTP for Southampton.



These parts are:

- **Joint South Hampshire Strategy** – the 14 Solent wide policies;
- An **Issues & Options** evidence base that reviews what progress has been made in improving transport in the city since 2011, and looks at the transport challenges facing the city using evidence from modelling, data from a number of sources including traffic, socio-economic, air quality, public health, education and public transport operators, and transport implications of other long-term Council plans (such as the Local Plan, Economic Development, Health & Well-Being and Clean Air Strategies), then identifies a range of options that could be delivered in response to these challenges;
- This document – the **Transport Strategy 2040** – that sets out the long-term vision and approach for transport planning and investment through to 2040, setting out our policies and strategy for how transformational transport planning and implementation will support the growth ambitions and meet the challenges identified over the next twenty years. It sets out the approach for how this vision will be turned into reality by focusing on three strategic goals providing guidance clear policy framework for how different travel modes will evolve, the different approaches that will be taken in

different localities and places, and how we will use innovation to contribute towards an inclusive and economically successful city;

- The short-term **Implementation Plans**, published every three years, that provide information on how the Transport Strategy will be delivered showing projects that will be delivered and the sources of funding (reviewed annually), and monitor and evaluate how we are progressing on meeting our vision; and
- A series of themed **Mode or Place Supporting Plans** that support the Transport Strategy to provide more detail on how we would deliver in these areas to support the overall Connected Southampton approach. This will cover areas such as Cycling, Walking, Parking, Public Transport, Connected-Intelligent Transport Systems, Inclusive Transport, Asset Management, the City Centre, Local Neighbourhoods or Economic Hubs.

To gather views and feedback from people, stakeholders and businesses on our ideas and approach for transport we carried a public consultation exercise on the draft Transport Strategy 2040 in 2018. The feedback we received was analysed and has helped to shaped and confirm the Transport Strategy. Individual schemes and projects will be consulted on as they are developed to ensure that we are giving people, businesses and stakeholders in Southampton opportunities to look at and comment on the detail of proposals before they are constructed. The 'How We Are Doing' section sets out how we plan to monitor and evaluate progress towards meeting the vision and how we can take advantage of new trends or innovations.

What Influences Connected Southampton

As the overarching local transport plan for Southampton, Connected Southampton is influenced by several different policies and strategies produced by the Council and other organisations. Connected Southampton will in turn influence and support decision-making and policy in a number of other areas within the Council and outside it. These range from the long-term land use plans within the Local Plan, Environmental Plans such as Flood Risk Management, Joint Health & Well-Being Strategy, and Clean Air Strategy.

External influences come from a variety of sources ranging from the national level - including central Government, Highways England and Network Rail, through regional bodies such as Transport for the South East (TfSE) to sub-regional and local bodies such as the Solent Local Enterprise Partnership (LEP), the South Hampshire Bus Operators Association (SHBOA), Partnership for South Hampshire (PUSH), and Solent Transport as well as our neighbouring authorities. As well as these public and strategic bodies, Connected Southampton is also influenced by the long-term plans, aspirations and proposals from transport operators (bus, rail, ferry, taxi, community transport), the Port of Southampton, Southampton Airport, and major employers and businesses (the Universities, Hospitals, West Quay and Go!Southampton – the Business Improvement District for the City Centre).

What Connected Southampton Influences

As Connected Southampton sets the long-term vision for improving local transport, it is going to influence and help to shape a number of key Council strategies, policies, plans in the coming years. It provides the transport policies and priorities which need to be taken account of within the Local Plan, Joint Health & Well-Being Strategy, and the environmental aims in the Clean Air Strategy.

However, this strategy does more than simply set a strategic direction for transport and travel that informs these high level strategies.t. The strategy extends beyond moving people and goods between places to also seek to re-shape the look and feel of areas within the city to help make it a place where people are proud to live and work. A place where they want to spend time and money, that is inclusive, where they can easily access opportunities to and enjoy a good quality of life, and where the impact of transport on the environment is reduced.

As well as setting the long-term approach for improving transport in the city it also provides a framework for development of a series of supporting plans and strategies for individual modes or places. We have started with a ten-year Cycle Strategy, and a new Public Transport Plan, these will be followed by plans for Parking, Connected Intelligent Transport Systems (C-ITS), Inclusive Transport and Walking and an updated Transport Asset Management Plan. Area plans will be developed for areas such as around Southampton General Hospital and the Port. These Supporting Plans will set out more detailed plans for investment and projects that will be delivered for these modes and areas.

Where Do We Want to Be? The Vision for Transport in 2040

The challenges that Southampton faces in the future mean that Connected Southampton needs a bold long-term vision for improving transport over the next twenty years. We need to plan for sustainable growth, ensure that transport can support everyone who wants to get around Southampton, readdress the balance between vehicles and people, offer viable and affordable alternatives to car-based travel, and work to reduce the negative impacts of travel on communities by supporting new and innovative ways of providing transport services. To do this, we need to plan what our transport system will be capable of over the next twenty years and invest in improving it to maximise what it can deliver and support.

Our **transport vision** for the Southampton of 2040 focusses on:

- Enabling people and goods move around our growing city easily, efficiently and safely around the city, more space is given over to people walking, cycling or travelling by public transport, helping to reduce people's dependence on the car for their everyday journey by making these more viable and attractive;
- Improving the attractiveness of public spaces and streets to support growth, improve health and wellbeing and enable sustainable growth;
- Tackling inequalities through improving accessibility and by designing transport improvements so that they meet the needs of everyone in society and that everyone can get around more safely and easily;
- Working with partners and stakeholders to invest in reliable, high quality connections between national and regional road and public transport networks that support our main economic employment hubs;
- Taking advantage of new and innovative technology to enable the transport network to operate as efficiently as possible, helping to accommodate new trips generated by growth without increasing levels of congestion; and
- Reducing the level of emissions from transport towards zero.

Previous transport strategies were structured around individual modes without looking at how to develop strategies for how transport can support sustainable place-making and regeneration. Over time this has led to schemes and designs of transport infrastructure that focussed more on providing an excess of space for motor vehicles, with insufficient attention and thought given to designing streets and developments that meet the needs of people across the city. Over time, this has led to increasing dependence on the private car for around two thirds of trips. This heavy dependence on private cars has created congestion, severance of communities, contributed to poor health and air quality, and marginalised those who do not have access to a car.

Given that there is a finite amount of space available for moving vehicles, having a focus on encouraging people to travel sustainably and actively using more space-efficient forms of transport allows us to plan travel within the City more effectively, efficiently and innovatively so it can continue to be a successful and thriving place into the future. In practice this will be a shift away from planning for each individual transport mode separately (car, freight, rail, ferry, bus, cycle, and walk) to planning for how people, businesses and goods move around and how to create vibrant, successful places. We will do this by increasing the number of people travelling on public transport, enabling more people to walk and cycle for short trips or with public transport for longer ones, supporting clean urban living in a liveable place. We will foster mobility options that support people in get around inclusively, safely, and actively,

and provides an attractive environment that is special and distinct to Southampton. There is still a role for road transport as it supports businesses and enables people to access opportunities, but it will cease to be the default mode of choice.

The vision we are taking for Connected Southampton is to **change from seeking to maximise the movement of vehicles to instead focus on improving the efficiency of transport corridors and places and making it easier for people to get about by a range of different travel choices**.

The outcome of this different and forward-thinking approach is that traffic will be less dominant, people will have the opportunities to get to where they want to go using a range of different convenient travel options, the City is cleaner and healthier, and no one is disadvantaged or excluded from using realistic transport options.

There will be difficulties in delivering this both practically with significant disruption whilst any project is built, and for any decisions that will need to be made that may benefit some people's way of travelling and disbenefit others with this shift away from cars. Throughout the design, consultation and construction process we will make sure that the needs of everyone are considered and that the transport system is as inclusive as possible.

Strategic Goals and Themes of Connected Southampton

To meet the challenges, achieve the vision for transport and the wider Council's strategic objectives we have identified three strategic goals that are supported by a number of themes. These all interconnect with each other as shown below. To make sure we know we are on the right track we will be measuring a number of factors, as set out in the 'How We Will Do It' section. This provides the framework for how we will collect measure data to show our progress towards achieving the three strategic goals and the overarching vision.

The three strategic goals for Connected Southampton will help to transform the Southampton so it can respond to the challenges identified and turn the vision into reality. Each of the strategic goals have supporting themes to help outline our approach and provide a clear policy framework for travel and transport in Southampton up to 2040.

They are:

A Successful Southampton - To support the sustainable economic growth of Southampton we will use transport investment to maximise how the already congested transport system operates so it becomes connected, innovative and resilient, and provides the connections to the places where people want to go enabling them and goods to get around easily. Comprising of three themes:

A Connected City with fast, efficient transport options available that effectively and reliably connect people with the places they want to go

An Innovative City that takes advantage of innovative technologies and fresh thinking to help Southampton lead the way.

A Resilient City that has a well-managed, efficient and resilient transport network that performs well, and people can depend and rely on.

A System for Everyone - making Southampton an attractive and inclusive place to improve the people's quality of life, so that everyone is safe, and has equal access to transport regardless of their circumstances. Comprising of three themes:

An Attractive City that is modern and vibrant where people are proud to live, work and visit.

A Safe City that reduces the number of people killed or injured on the transport system towards zero.

An Inclusive City that has an inclusive transport system providing a good range of realistic mobility options.

A Better Way to Travel - supporting people in changing the way they move around the city, by widening their travel choices so they can get around actively and healthily and travel heads towards becoming 'zero emission'. Comprising of two themes:

An Active and Healthy City that is easy to get around with joined up networks for active travel to promote healthy lifestyles and has vibrant people friendly liveable neighbourhoods.

A Zero Emission City that is moving towards having zero emissions from transport delivering cleaner air and reduced emissions.

In the 'How We Will Get There' section each of the strategic goals will be expanded on with the policies and actions demonstrating how it contributes to meet the strategic goal. Doing this will mean different things to different groups of people. So by 2040 people will find that their travel experiences will be very different to what they see today. This gives an idea of the sorts of changes people can expect to see as a result of the Strategy being put into practice over the next ten and then twenty years.

For each strategic goal during the **2020s** the different groups will see:

	I'm a Resident	I'm a Commuter	I'm a Business	I'm a Visitor
A Successful Southampton 	The frequent new Southampton Mass Transit System (SMTS) is available on three corridors. It gets me to Central Station and the main shopping and leisure destinations easily from where I live, and I can charge my device at my seat. I can pay for one ticket on my device or by contactless easily that I can use on buses, rail and ferries. There is a Park & Ride to the Hospital used by staff and visitors (who don't now park in nearby streets), and I can use it at the weekend to travel into the city. More job opportunities are open to me in locations that I can easily get to by bus.	With the frequent SMTS I can see that it is better to make journeys by bus or rail. This is making me consider leaving my car at home one or two days a week and taking the bus or train instead. I can use one ticket for bus, rail and ferry There are more reliable journey times at Redbridge Roundabout, Swaythling and along Bursledon Road-Bitterne Road West meaning less time in traffic and more time at home	The improvements at Redbridge Roundabout, Swaythling and on Bursledon Road-Bitterne Road West mean I get goods on time and I am able to grow my business. Information on traffic conditions means good aren't delayed. City Centre is well serviced. I can have access to a growing pool of skilled workers as the transport network improves labour market performance. I can use consolidation centres for my deliveries for the last mile.	I can see a new way of getting around Southampton emerging that are clear and easy I can use a Park & Ride at the weekends that is cheaper that parking in the City Centre. The city is a pleasant lively place for me to visit.
A System for Everyone 	I feel safe and able to use the SMTS regardless of my personal circumstances or whether I have a disability Some roads in the City Centre have been changed helping to make it easier for me to walk and cycle. Spaces in the City Centre are attractive like around the	I can use a shared bike scheme to get around to work The City Centre starts to feel like a place where I want to spend time and work like new quality spaces around the Bargate. I can join an incentive scheme which can give me benefits if I walk, cycle or use the bus.	There has been investment in public spaces in the City Centre which have a high quality look and there has been an increase in people spending money and time here. The economy is becoming more vibrant.	On my visit I experience a welcoming city that has attractive spaces such as around the Bargate and really showcases the historic City Walls well, that does not feel dominated by vehicles. It is easy and enjoyable for me to find my way around Southampton. I am able to explore and discover the main

	Bargate and start to make me feel proud of Southampton. I know if I drive in I may have to walk further from car parks – there isn't the need for me to drive in. If I am disabled there is the SMTS is easy and simple for me to use, and if I need to drive I can still get into the City Centre conveniently The District Centres are changing and have become more pleasant and vibrant, attracting new retailers and activities. Local Pop-Up Street activities have started in my neighbourhood. The roads are becoming safer to cycle or walk along.	There is parking in the City Centre but from some I may have to walk further. I increasingly don't need to drive to work as I have quick, attractive alternatives.	Parking is provided if I need it but seeing more staff walk, cycle and travel on SMTS.	quarters of the city using the map boards and directional signs and get around easily on foot or by hired bike.
A Better Way to Travel  	An Active Travel Zone is being set up in my neighbourhood which provide easy access to local services on foot, reducing traffic, and seeing investment in the local area. I have started to leave the car at home and cycling more as I can cycle safely on segregated cycle facilities into and out of the city along the main routes such as Western Route – starting to feel healthier. There is less pollution in the city.	I now cycle to work more often using the new cycle freeways instead of driving my car I have excellent information available to me about the alternatives to the car and the routes I can use. I am feeling healthier as a result of walking and cycling more often. I have now (or am thinking about) investing in a low emission vehicle as I know there are plenty of well-located charging points.	I have a happier and healthier workforce who are absent less and arrive at work energised. I have invested in new low emission business vehicles and am seeing reduced running costs from these vehicles Local businesses like mine are benefiting from increasing spend by local residents.	I can see that Southampton is now a cycling city with attractive routes such as The Avenue, that I want to use. It is a good and enjoyable place for me to walk and see attractions. It is easy to navigate around helping me feel relaxed. I am able to charge my electric vehicle without worry during my visit.

For each strategic goal during the **2040s** the different groups will see:

	I'm a Resident	I'm a Commuter	I'm a Business	I'm a Visitor
A Successful Southampton 	I am making regular use of the well-developed Mass Transit System now in operation across most parts of the city. I know I will travel on comfortable, clean, modern and efficient vehicles with a turn up and go frequency on the main corridors, and that I can use it to get to the city, out to nearby towns like Eastleigh or to work. I can use one ticket on any form of transport using my debit card or on my device knowing my maximum fare will be capped. Using public transport is easy for me as private transport, regardless of my circumstances or whether I have any sort of disability. Regeneration and new development has improved the city. I can quickly and easily go by SMTS to the city centre or my District Centre to shop, eat and find places to stop and rest, and street design feels part of a whole and fits with the character of the area and I don't need a car to go there.	I use the SMTS to get to work rather than drive, knowing that it will get me there on-time, quickly and reliably every day. The main corridors have priority or are segregated so I know that the SMTS will not be delayed in traffic congestion. A wide range of high quality jobs are available to me in the city that are easy to get to and I may now have chosen to live in the city closer to my workplace.	With the SMTS I have access to a wider pool of workers who have the right skills, who I am able to employ if I need to recruit and expand my business. Goods my business produces and services I offer to customers are moved efficiently and cleanly. Major roadworks on strategic routes are all undertaken at the least disruptive times and I am kept informed of progress in delivery of phases and the diversionary routes. The main transport corridors are reliable and resilient so people and goods aren't caught in unplanned disruption or unexpected congestion.	I am able to use the network of Park & Ride sites on the edge of the city and I can use the MTS to get around this vibrant city using technology to get a ticket that meets my needs and that I can purchase and use easily. Parking is located on the periphery of the City Centre but because of the other excellent travel choices open to me, I don't necessarily need to use it. If I arrive by train, there is a modern interchange at Southampton Central station with easy onward bus connections locally.
A System for Everyone	I enjoy coming into the City Centre as there are no cars in the central core area, making it	The city is a great place to work with attractive streets and public spaces where I enjoy spending	Southampton is an attractive a place to set up my business – investment has been made in	The City Centre is far less dominated by cars than it used to be, with really good

	I'm a Resident	I'm a Commuter	I'm a Business	I'm a Visitor
	a pleasant place to walk around and spend time. I enjoy living in Southampton as it is a vibrant city with thriving local centres I can get around safely and I am treated with respect regardless of my personal circumstances or whether I have any sort of disability There is pride in Southampton – This is Our Home.	lunchbreaks and time after work. The transport network looks and feels good to get around on and I feel safe cycling or walking to work. People respect and are courteous towards people as they move around.	the environment supporting higher footfall for retailers and restaurants and has meant I find it easier to recruit and retain staff The economy is thriving and I can make use of new technologies to transport my goods about and make deliveries to customers.	pedestrian links from Southampton Central station to the new hub of the city area. Interchange and bus travel is very easy and I feel safe. There are festivals and events going on throughout the year that encourage me to return again and the attractive streets and spaces mean I spend more time and money during my visits to Southampton.
A Better Way to Travel 	I no longer need to own a car (or more than one) as my local area is an Active Travel Zone where the streets are safe and has attractive spaces well-designed for people to walk and cycle around. If I do need to drive there is a clean zero emission vehicle available nearby to hire or rent through the local travel hub. I am frequently cycling and walking using the safe completed coherent network that crosses the city - so I can cycle to work or walk the children to school.	I cycle to work every day on the completed cycle network and I want to cycle more in my spare time. If I need a vehicle they are all zero emission. The area around work is clean and is a space where people can meet, linger and work.	I have access to a healthy and productive workforce with much reduced levels of absenteeism. Delivery costs are low as I am using a zero emission hub offering cargo bikes as well as electric vehicles to move goods around.	Southampton is a great cycling city with an excellent cycle network that enables me to explore attractions and different quarters in the city by bike. The air is clean and the city is a great place to walk about easily. If I do drive (in my electric car), I know there is a network or alternative fuel points and the air is clean.

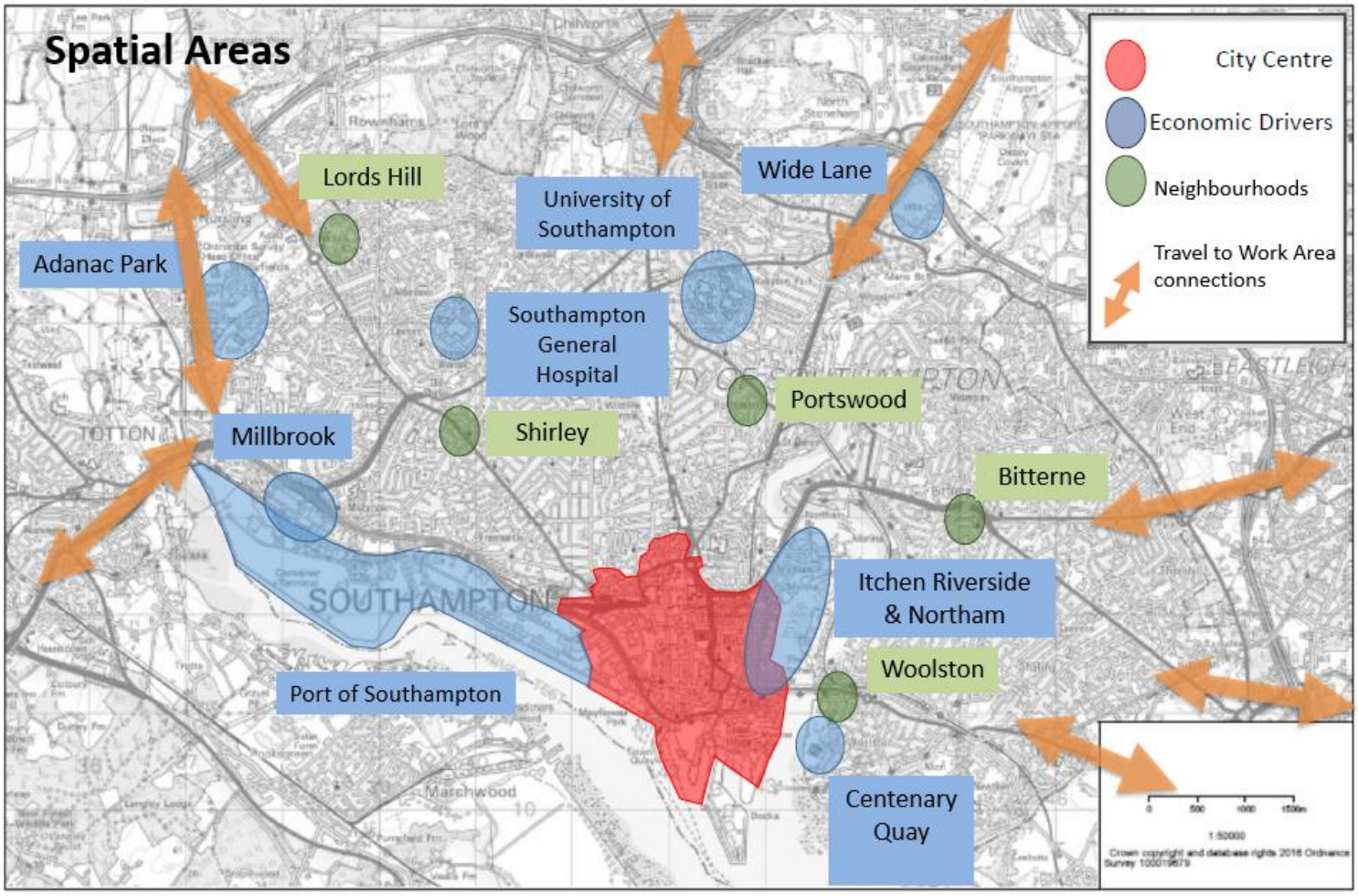
Where Do We Want to Be? The Place Based Approach

For Connected Southampton we are taking a place-based approach to applying the Transport Strategy. Each of the spatial areas have different travel and transport needs and will required different ways of planning and investing in transport.

The Key Places

We recognise that there is no one size fits all approach to planning for and delivering transport improvements in Southampton. A scheme that may work well in one part of the city may not necessarily be successful, applicable or cost-effective in another part of the city. The nature and intensity of travel patterns vary across different parts of Southampton. There are very diverse characteristics within different areas of the city too. We will need to adapt our approach to meet the needs of these different areas.

We have identified four distinct places that perform a variety of roles in Southampton that are shown in the map below.



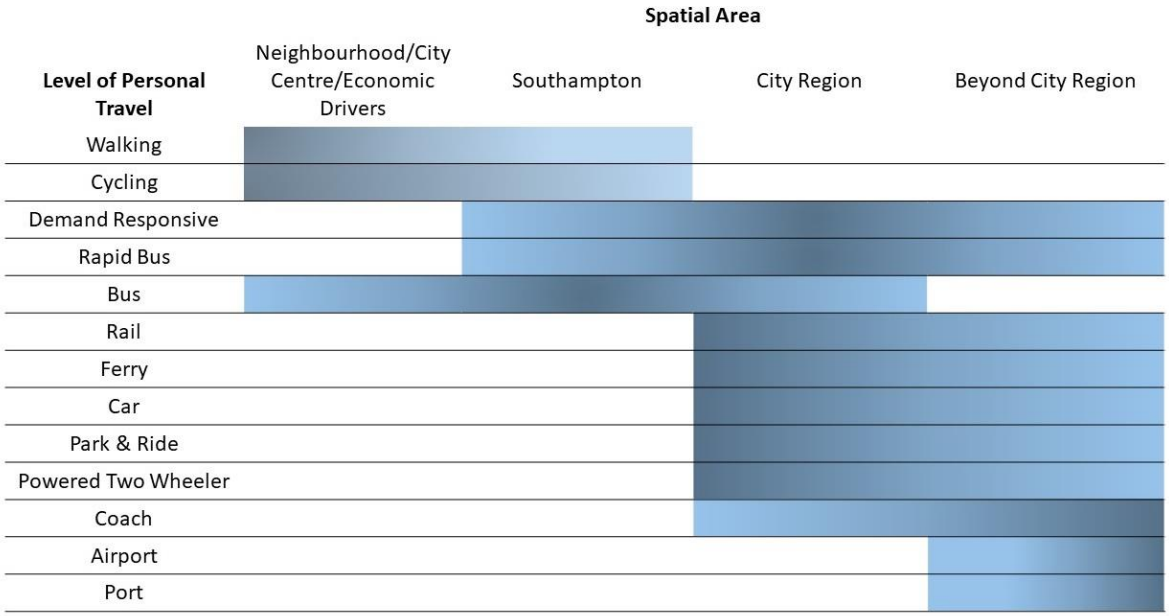
The four places are:

- The **City Centre** - encompasses a series of areas with different functions - the retail core around Above Bar Street, High Street, East Street and West Quay, the high concentration of leisure and heritage activities in West Quay South and Old Town, the cultural focus of Guildhall Square, light industrial employment activities along West Quay Road, as well as locations for education and health facilities with Solent University, City College and the Royal South Hants Hospital. It extends west to the transport interchange hub at Southampton Central Station, and south as far as Town Quay. It includes the Coach Station and areas such as Castle Way and Vincent's Walk where many bus services terminate.
- **Economic Drivers** – are the main focal points of economic and employment activity in Southampton outside of the City Centre. They include the Port of Southampton, Southampton General Hospital campus, University of Southampton, Itchen & Northam Riverside, Wide Lane, Woolston, Millbrook, and Adanac Park.
- **Neighbourhoods** – Southampton is a diverse city and is made up of a series of distinctive, local neighbourhoods and communities with their own unique character, where residents identify themselves with, care passionately about and spend a large part of their lives. These neighbourhoods in many cases are located close to the District Centres of Bitterne, Lords Hill, Portswood, Shirley and Woolston, or smaller suburban attractors like parades of shops, schools, community centres and parks.
- **City Region** – Southampton sits at the heart of an area that includes Totton, Eastleigh, Chandlers Ford, Hedge End & Botley, and Hamble. This larger area can be considered a 'City Region' that has a population of over 437,000 within which the majority of people do most of their commuting to and from for work, leisure and education. Cross boundary travel journeys between the city and the wider City Region are largely made by private car. Most freight and goods is moved by van and HGV. High volume roads such as the A33, A35, M271, M27 and M3 and parallel rail corridors provide direct routes between these urban areas and the city. Strategic gaps, the rivers and the M27 also physically separate Southampton from these areas.

Travel in these Key Places in 2040

Each of the key places of the City Centre, Economic Drivers, Neighbourhoods and City Region will change incrementally over time. For each key place we need to acknowledge that there are different travel needs and requirements of the people who live, work and visit them.

The types of travel in each of the places are different based around the needs people and businesses in those areas. Walking and cycling is more appropriate at the neighbourhood and City Centre level but also have a role to play for some City Region journeys. Longer distance rail, ferry, coach and car trips are more appropriate at the beyond City Region level.



Types of Personal Travel in each Spatial Area

A common thread across all the spatial areas is the need for connections that truly enable users of all backgrounds, disabilities, and needs, such as vulnerable road users to access them. This would require good innovative design, use of technology, and sufficient stakeholder and public engagement on any emerging plans.

City Centre

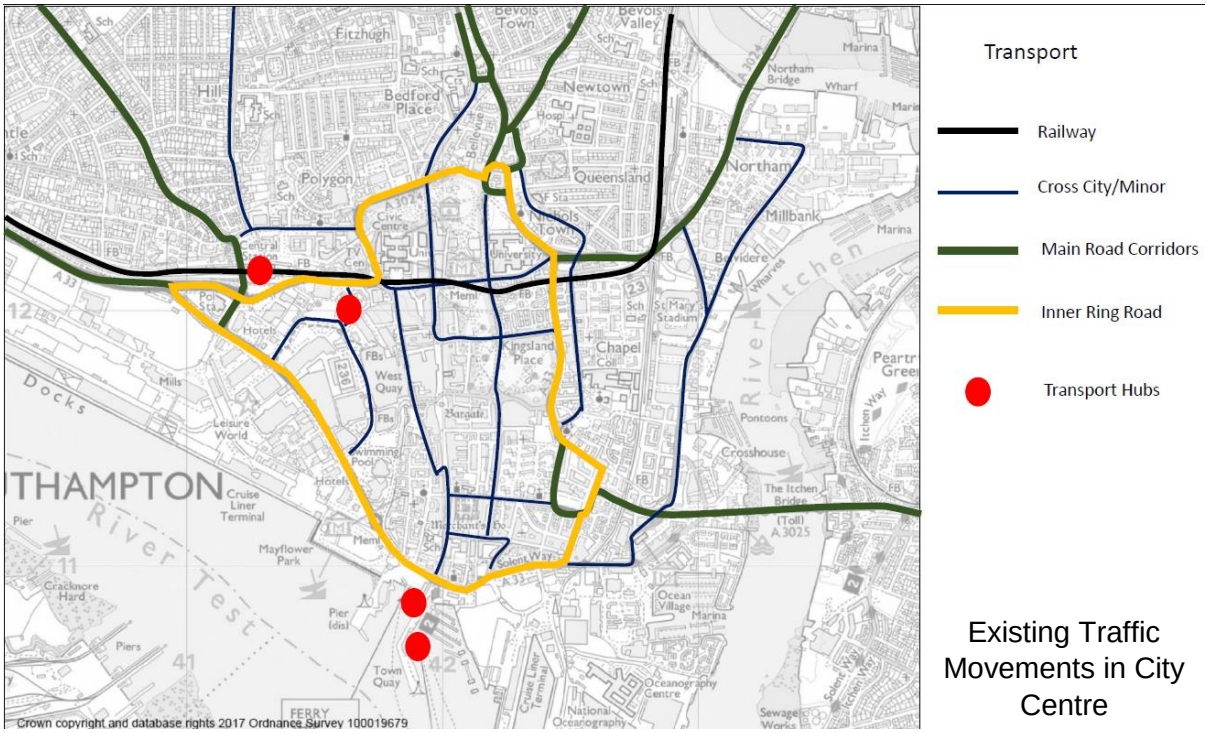
Over the past decade the City Centre has increasingly become a place where people want to live – with the Bargate ward seeing the greatest increase in population in Southampton – and growing as the economic and retail heart of the city. The City Centre has a multi-faceted transport role - as a major trip generator from economic activities and employment, a major retail and leisure destination, and as a place where people live.

Currently the City Centre is easily accessed by car with some major roads that pass through the City Centre, being used by through traffic which often doesn't have a need to be there. This detracts from the quality and vitality of the area. Some routes play a necessary and strategic role providing important access to the Port's Eastern Docks and Town Quay for the Isle of Wight ferries. Other routes cross the City Centre and act as direct and convenient routes for traffic that don't have a destination in the City Centre detracting from the environment.

There is a high level of car parking which is clustered to the west of the City Centre that caters for commuters, shoppers and other visitors. The location and quantum does mean that traffic heading to these car parks is funnelled into certain routes such as West Quay Road. On certain days when there are events or cruise ship arrivals and departures, traffic levels and congestion increases.

The Inner Ring Road performs a role in connecting the main road corridors with the key destinations. The sections around the north and west of the city centre are more heavily used than the eastern section. As these roads accommodate large volumes of traffic means that there is a relatively small amount of space for pedestrians and it is difficult to provide good quality cycle routes.

Bus services come into the City Centre but they cluster in a number of locations and unless you are a regular user familiar with them, the locations of stops for alighting and boarding can be confusing. The busier transport hubs, such as Central Station, Town Quay and the Coach station, are on the edge of the City Centre and have poor pedestrian connections to the main destinations. For example, the shortest route from Southampton Central to West Quay shopping centre is currently through a large car park. This doesn't create a good first impression of Southampton and does little to encourage people to walk, cycle.



Existing Traffic Movements in City Centre

Looking forward to 2040, the City Centre will continue to be the focus for residential, economic and leisure development. The population will continue to increase and more jobs will be created. This means that more housing will be required, with 5,500 completed by 2026. With the intention that this growth is being delivered in a sustainable form the transport network in the City Centre will need to change, so this growth can be accommodated without increasing traffic volumes, congestion, severance, air pollution and noise.

By 2040 the **City Centre** will need to:

- Change the relationship between how people and traffic move about and develop a strong place-based people-focus approach that increases the amount of space and routes for people walking, cycling or using public transport;
- Reduce the amount of air and noise pollution;
- Not be as easy to drive through without having a reason to be there with the Inner Ring Road performing a strategic function for moving traffic around the City Centre rather than through it;
- Have attractive and connected walking and cycling routes linking through a high-quality public realm that is welcoming, clean, attractive and safe place to be at all times;
- Be the hub for public transport where it is easy to cross the City Centre by bus and interchange between services and other modes of transport;
- Have high-quality gateways at Southampton Central station and Town Quay where people can easily change between different modes of transport - rail, bus, Park & Ride, ferry, coach, taxi, cycles and car, and are connected with the City Centre with onwards walking, cycling and public transport routes;
- Be inclusive so that everyone can get around with good provision for those who are not able to get around easily;
- Be developed so that the planned developments are integrated into the City Centre and cohesive, high-quality public spaces, walking and cycling routes with no increase in number of vehicle trips but more people trips;
- Look at how freight and servicing comes into the City Centre and how it will be managed intelligently;
- Provide alternative access routes and arrangements to the existing destinations of West Quay, Ikea and the Port; and
- Look at the amount and location of car parking so it can still support the vibrancy of the City Centre but also as a way of supporting other sustainable and active ways of ...

Economic Drivers

The Economic Drivers, such as the Port, Universities, Hospitals and Business Parks, all face a number of common access and travel challenges. They share the same requirement for transport to be reliable, accessible and efficient, both for getting staff to and from work, access to as wide a skilled labour pool as possible, and for moving goods, services and materials in and out. Congestion impacts on the viability and success of each Economic Driver and this in turn impacts on the productivity of the city.

Recognising this there will have to be focussed investment in the transport connections so that all the planned growth, renewal and regeneration can be achieved in a sustainable way, by reducing congestion, improving access to labour markets, delivering cleaner air and help to increase workforce productivity and reduce staff turnover. To do this, we will need to working with the Economic Drivers to plan and improve transport access and connections by road, rail and water.

The existing main transport arteries and access routes will be used efficiently, and where appropriate targeted new access improvements will have been delivered. There will have been investment in and support for cleaner and more efficient vehicles that need to serve them. Each area will be connected with high quality routes and facilities for people getting

there by cycling or walking. Better, attractive and more inclusive public transport links from high frequency core routes and Park & Ride facilities will have been delivered. Full use will have been made of innovative new techniques and technologies to ensure that goods and services are able to move freely. Continued in-depth support will have been provided to businesses and staff to enable travel them sustainably and healthily both to work and through workplace travel planning and consolidation of deliveries and services.

By 2040 the **Economic Drivers** in Southampton will need to:

- Have excellent and reliable transport connections that support to planned levels of growth by road and where possible rail, particularly from the Port of Southampton for cargo and cruise passengers;
- Use Travel, Consolidation & Delivery Service Plans and associated behaviour change programmes to manage how staff and goods come to the sites in ways that reduces the demand for cars and parking;
- High quality, segregated and safe routes for people walking and cycling to and within them;
- Be directly connected to a high-quality public transport system that provides direct routes from rail stations, Park & Rides, the City Centre and where people live;
- Benefit from an integrated seamless Mobility as a Service (MaaS) system;
- Be well integrated into the local area in and reduce impact on the local environment and residents;
- Support alternative fuels with facilities to charge and consolidate; and
- Develop flexible Demand Responsive Transport (DRT) services to provide inclusive access for everyone that fills in the gaps outside traditional public transport operating hours and provide access for those with mobility restrictions to the Hospital sites.

Neighbourhoods

Across Southampton there is a wide variety of neighbourhoods ranging from the tightly packed terraced streets close to the City Centre to the more spacious suburbs close to the M27. In between is a mix of places and locations but while unique each neighbourhood have very similar characteristics and transport issues. There is often a community focal point whether this be a parade of shops, park, school, place of worship or other community facility. Transport issues can cover volumes and speeds of traffic, access to public transport, car ownership, parking, the ability to walk and cycle safely, how easy it is to get around, and many more.

As the places where people live, neighbourhoods, will inevitably be the start and end point for most journeys. While not the main focus for growth they will experience changes over the next twenty years and our existing neighbourhoods in 2040 will still play an important role in the life of the city. There will be socio-economic changes like an increasing older population, or growing school numbers that will put differing pressures and needs on the transport system.

We will need to look at neighbourhoods individually and work with the communities there to change and meet their future mobility needs, so they can shape how they would like to see the place where they live work.

By 2040 the **Neighbourhoods** in Southampton will need to:

- Be designed to make it easier to get around neighbourhoods actively and healthily by walking and cycling to reduce the dependence on cars for local trips;
- Provide a place where people can easily access a range of shared mobility services and local delivery consolidation points;
- Have excellent cycle and walking connections to local destinations including schools, leisure centres, parks, shops, and public transport routes;
- Improved wayfinding signage to make it easier to navigate around by foot and by bike;
- Improve how Local and District Centres appear with better public realm, cycle and walking access, and connections to public transport;
- Change how road space is used, moving from predominantly for parking to be where activities and play can take place; and
- Provide safe routes for children and parents to walk, scoot and cycle to school.

City Region

The City Region is characterised by the close interaction between Southampton and the surrounding communities within Hampshire – which taken together function as a City Region with a population of over 437,000 people. This has created complex journey patterns where 80% of all journeys between Southampton and these towns and suburban areas are made by car. Much land use change over the past 30 years in the area around the M27, beyond the city boundary has delivered low density suburbia and out of town business parks and retail parks. Commuting patterns from these areas are polycentric and in many cases, bus and cycle routes don't follow where people's journeys go.

The significant future growth and development in the City Region will see over 20,000 new homes built, and people living there will look to Southampton to access services, jobs and opportunities. This will put additional pressure on the road networks and we need to work with neighbours on developing effecting and transformative transport solutions so that attractive and viable alternatives to the car are provided.

To achieve this transformation of cross-boundary transport networks and links will require strong and close collaboration with our partners including Solent Transport, Hampshire County Council, the neighbouring Planning Authorities, Network Rail, Highways England and Solent LEP, and transport operators and infrastructure providers.

By 2040 the **City Region** will need to:

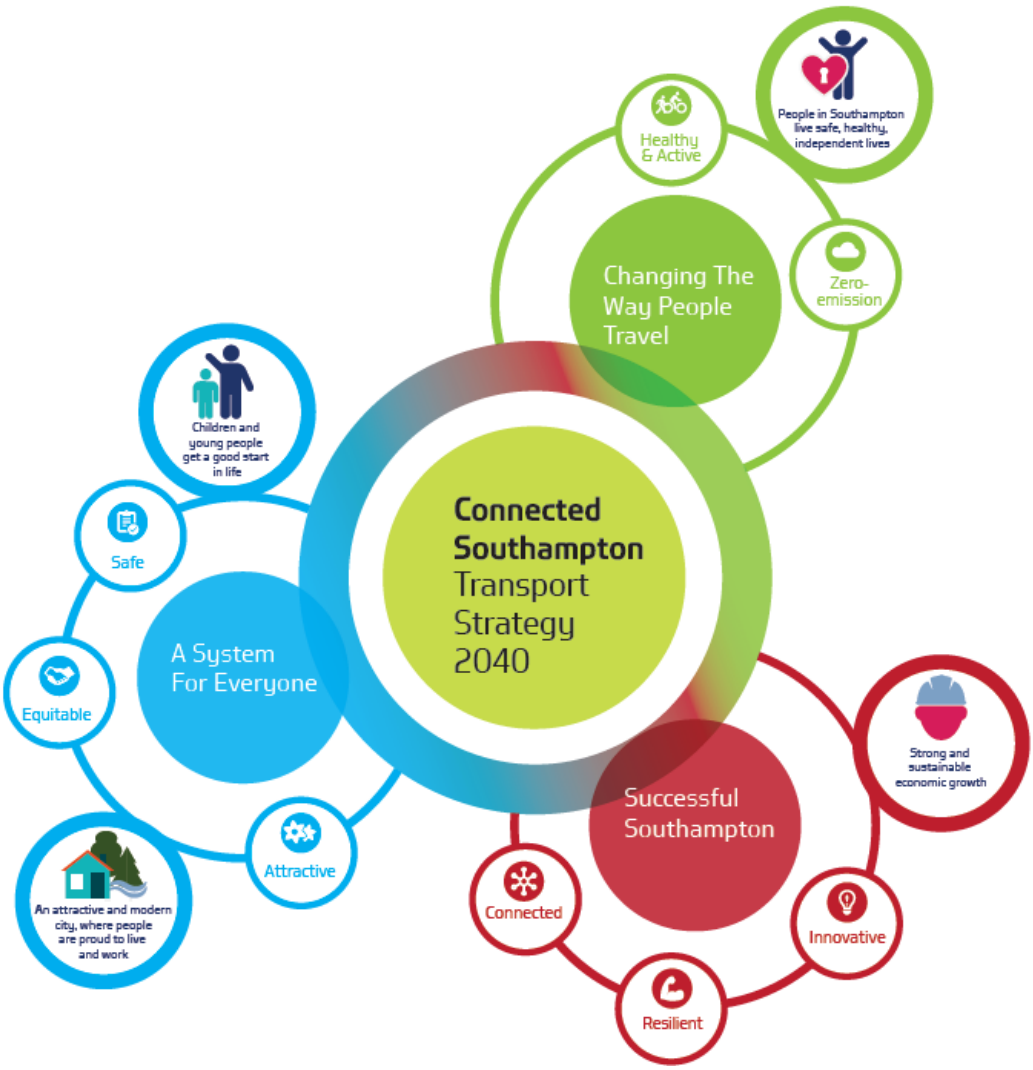
- Served by a high quality public transport system of bus, rail and ferry corridors that provides a high-quality Metro level of service that connects places and communities together and to the City Centre and the Economic Drivers;
- Improved connections by rail to Portsmouth, London, Bournemouth, the Midlands and beyond to provide a real alternative to the private car for longer trips;
- Be linked to an integrated seamless mobility service that uses the latest platforms for buying travel across all modes;
- High quality segregated cycle routes that connects the city with Hampshire to reduce severance due to the M27 and M271 motorways and railway lines;
- Use new and emerging technologies and services for mobility effectively including means of integrating together autonomous vehicles with methods of buying multi-modal travel services;
- Have Travel Plans, Travel Demand Management and Delivery Service Plans and associated behaviour change programmes to encourage active, clean and healthy travel;
- Have reliable Connections to the Strategic and Major Road Networks that are optimised to be as resilient and reliable as possible and provide comprehensive connections nationally; and
- Develop sustainable patterns and forms of new development in areas around Southampton, that are designed to be well-served by public transport and cycle networks increase the number of people coming into the city but not the number of car trips.

How Will We Get There? The Connected Southampton Transport Strategy 2040

The Connected Southampton Transport Strategy is the long-term strategy for transport in Southampton to 2040, and we will explain what each of Connected Southampton's strategic goals and their themes will seek to achieve and how we will get there. We will set out the transport policies and projects required for each goal and how they will support the development and changes in each spatial area and for people in Southampton.

The three strategic goals and their themes are:

1. **Successful Southampton**
   - A Connected City
   - An Innovative City
   - A Resilient City
2. **A System for Everyone**
   - An Attractive City
   - A Safe City
   - An Inclusive City
3. **A Better Way to Travel**
   - A Healthy & Active City
   - A Zero Emission City



Successful Southampton

Our ambition for Successful Southampton is to support the sustainable economic growth of Southampton by using use transport investment to maximise how the already congested transport system operates so it becomes connected, innovative, and resilient, providing connections to where people want to go enabling people and goods to get around easily.

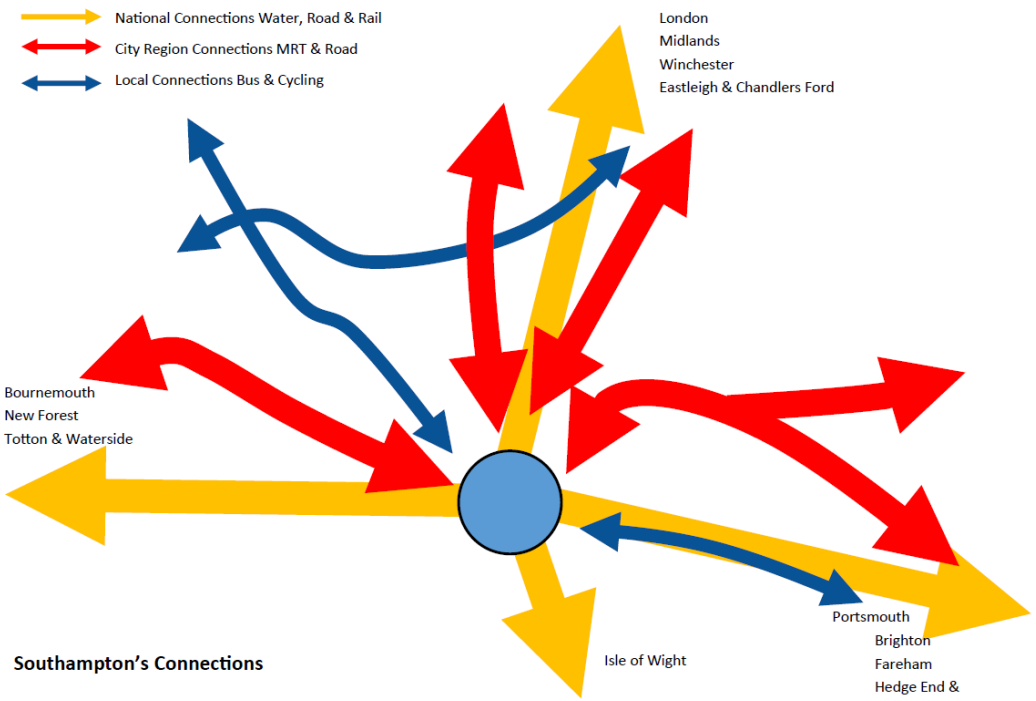
The themes for Successful Southampton are:

- A Connected City with fast, efficient transport options available that effectively and reliably connect people with the places they want to go;
- An Innovative City that takes advantage of innovative technologies and fresh thinking to help Southampton lead the way; and
- A Resilient City that has a well-managed, efficient and resilient network that performs well, and people can depend and rely on.

Successful Southampton: A Connected City

A successful Southampton will be one that supports economic growth and productivity by connecting people, goods and places both in and beyond the city together. Connectivity refers to using transport to join people with the places they want to go to easily. We need to ensure that we plan our investment in transport infrastructure in such a way as to create conditions for strong sustainable economic growth and improved productivity that will shape Southampton's future.

The economy of Southampton heavily depends on its' good strategic road and rail connections with other cities and towns in the Solent area and beyond including with London and the Midlands. As well as these good connections to other parts of the UK, Southampton offers strong maritime connections with other ports across the globe and to the Isle of Wight. These land and sea networks are closely interlinked and rely on each other to work effectively. Through working closely with the Port, Hampshire County Council, Highways England and Network Rail we can develop effective strategies and invest in projects to improve and strengthen these good connections.



These existing connections provide the basis for developing a strong transport network that can support Southampton's growth and success as a city. However, we know that there is finite highway space to do this. As the city develops and new homes and jobs are created in Southampton and the surrounding area, we will need to plan for how this growth can be accommodated on the transport network. To enhance connectivity over the next 20 years, our focus will be on developing a world class public transport system, working with others to develop and enhance those regional and national connections, and provide targeted investment to improve highway capacity and efficiency.

To maintain and improve the important regional and national connections we will continue to work with the DfT, TfSE, Solent LEP, PUSH, SHBOA, Hampshire County Council and Solent Transport to collectively make the case for investment to improve connectivity. Securing and delivering investment in these connections will be vital for industry supply chains and for the efficient operation of the Solent area's labour market. We will work with these bodies to help identify priority transport infrastructure improvements that will support connectivity and increased productivity in the Solent.

These various different plans and strategies have identified the following connectivity priorities for the Southampton, wider Solent and UK:

- Improved access to the Port of Southampton by ensuring that the routes connecting the UK's major manufacturing and freight logistics hubs to the Port are reliable to ensure it can optimise its position, efficiently and effectively so it can take advantage of changes in trade;
- Strengthen the connectivity between Southampton and Portsmouth by enhancing the movement corridors between the two cities to encourage closer interaction, improve journeys times and frequency – particularly for rail and public transport, and adopting future technologies;
- Strengthen connections to the Isle of Wight; and

- Strengthen connections within the City Region in order to attract businesses, link people with jobs and encourage sustainable patterns of living and working.

In the short term there are major projects planned to improve connectivity to the City Centre, Economic Hubs and City Region:

- Better and more reliable connections to the Port from the Strategic Road Network at M271-A33 Redbridge Roundabout providing more capacity for traffic travelling to and from the Port;
- Major maintenance works at A33-A35 Millbrook Roundabout to maintain access to the Port, Southampton General Hospital and Millbrook Industrial Estates;
- Improving traffic signal operations and capabilities to make journeys more reliable for traffic towards the City Centre and University of Southampton on A335 Stoneham Way between the M27 at Junction 5 and A35 Burgess Road;
- Improving the operation and interactions of traffic signals along A3024 Bursledon Road to provide bus priority and access to Itchen Riverside and the City Centre;
- Working with Highways England to improve journey times for traffic entering Southampton from the east via M27 Junction 8 and A27 Windhover Roundabout; and
- The Highways England led M3 (junction 9 to 13), M27 (Junctions 4 to 11) Smart Motorways and M3 Junction 9 projects will improve the reliability and capability of the M3 and M27 so they can provide the strategic access to the Port, Airport and South Hampshire.

The approach for Connected City theme is to plan and invest in transport infrastructure to support and continue the sustainable growth of Southampton in these areas:

- Developing a Mass Transit System for Southampton,
- Investing in Road and Rail Connections, and
- Managing Freight, Servicing and Logistics.

What a Connected City means for the Spatial Areas in 2040			
City Centre	**Economic Drivers**	**Neighbourhoods**	**Travel to Work Area**
The hub of the Southampton Mass Transit System (SMTS) that gets as close to city's core as possible with excellent access, priority and space given over to it particularly crossing the Inner Ring Road, on main spines New Road-Civic Centre Place, Portland Terrace, Castle Way, Bernard Street and Queensway.	Improving access to the Port of Southampton by road and rail with capacity and safety schemes on M3-M27-M271-A33, additional rail freight capacity locally and further afield.	Interchanges at District Centres or with rail stations	Targeted highway improvements such as improving junctions or pinch points on the network where capacity has been identified as a constraint to flows, pedestrian & cycle accessibility, public transport and access employment or unlock development areas
Supporting growth in the City Centre by enhancing the Inner Ring Road so it connects commuter corridors and provide access to the Central Business District including a strategy for West Quay Road that recognises the importance of this route to the development of this area including potential realignment. Targeted junction improvements at Six Dials, Threefield Lane, Charlotte Place, and Northern Ring Road around the Parks.	Connected to the SMTS with additional capacity and priority on Rapid Bus corridors into the City Centre for transformational public transport schemes such as Park & Ride.	Links in the SMTS network at the District Centres with Local Mobility Hubs that have a range of options for travel	Additional capacity and improved journey time reliability on M3 and M27 through Smart Motorways programme, capacity improvements at junctions with M27 at Junction 5, 7 & 8 and Windhover Roundabout
East-West Spine (New Road-Civic Centre Road), West Quay Road and Portland Terrace become core public transport and active travel only routes, particularly through the Parks and West Quay reconnecting them, supporting development, and increasing the public realm.	Targeted highway improvements at junctions and pinch points on the network that have been identified as constraints to connect the City Centre and the Economic Drivers.	Link buses that come in from residential areas to Rapid corridors to create high frequency corridors	Better public transport system based on a Mass Transit System that links rail, bus, taxi and ferry between Southampton and Hampshire
A multi modal interchange at Southampton Central station between	Replacement and widening of A3024 Northam Rail Bridge as key part of the SMTS Bitterne Corridor and		Work with TfSE, Highways England and Network Rail to improve wider

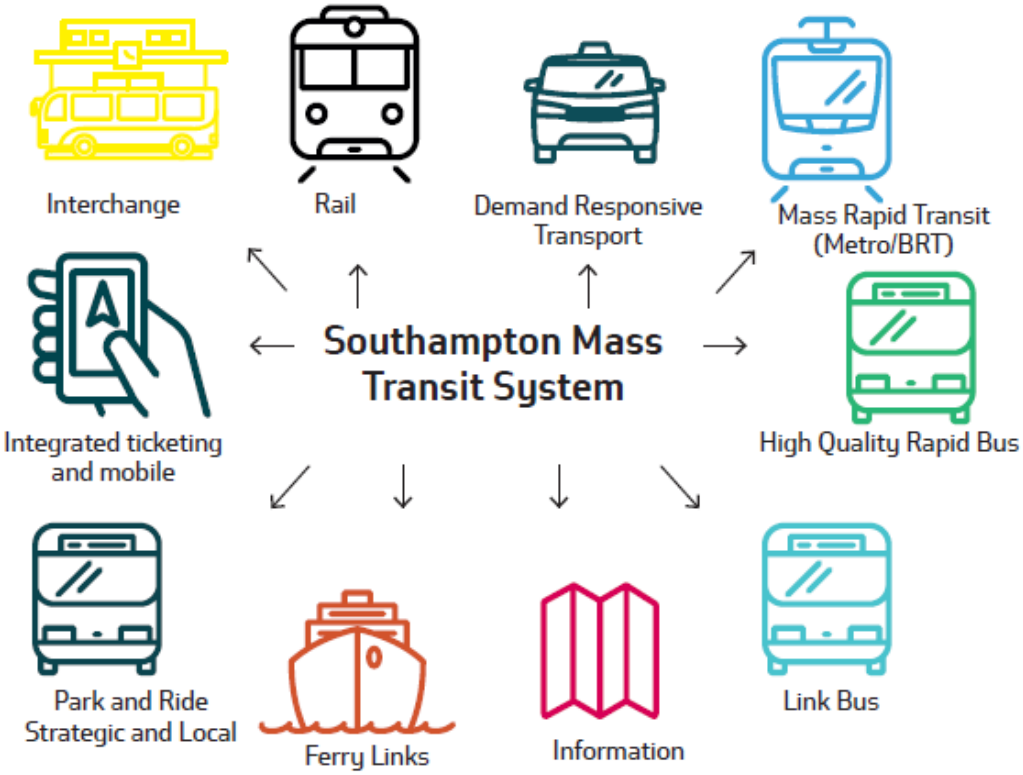
What a Connected City means for the Spatial Areas in 2040			
City Centre	**Economic Drivers**	**Neighbourhoods**	**Travel to Work Area**
rail, coach and SMTS with onward connectivity to the City Centre	provide enhanced access to City Centre, Port and Itchen Riverside, speeding up journey times for buses.		connections to the Midlands, London & the North
New ferry terminal and interchange at Town Quay.	Future access points for the Port cargo and cruise terminals for active travel, rail and road through Port Access Plan		Improved access to Southampton Airport by Mass Transit System, rail and active modes.
SMTS Hubs at key locations where people can access and change between services.	Targeted works to improve access routes to Southampton General Hospital – Dale Road, Coxford Road, Lordswood Road, Winchester Road/Hill Lane for all modes.		Improved connectivity to Portsmouth by rail and road
	Improve access to Adanac Park/Brownhill Way, Millbrook Industrial Estate, University of Southampton, Solent University and other Economic Drivers by all modes.		Improved reliability of access to M3, M27 and M271 junctions and better bus, walking and cycle links across these motorways
	A defined Local Road Network which have a focus on movement and plans to maintain connectivity.		Schemes on any defined part of the Major Road Network (MRN) in Southampton and Hampshire

A Connected City: Developing the Southampton Mass Transit System (SMTS)

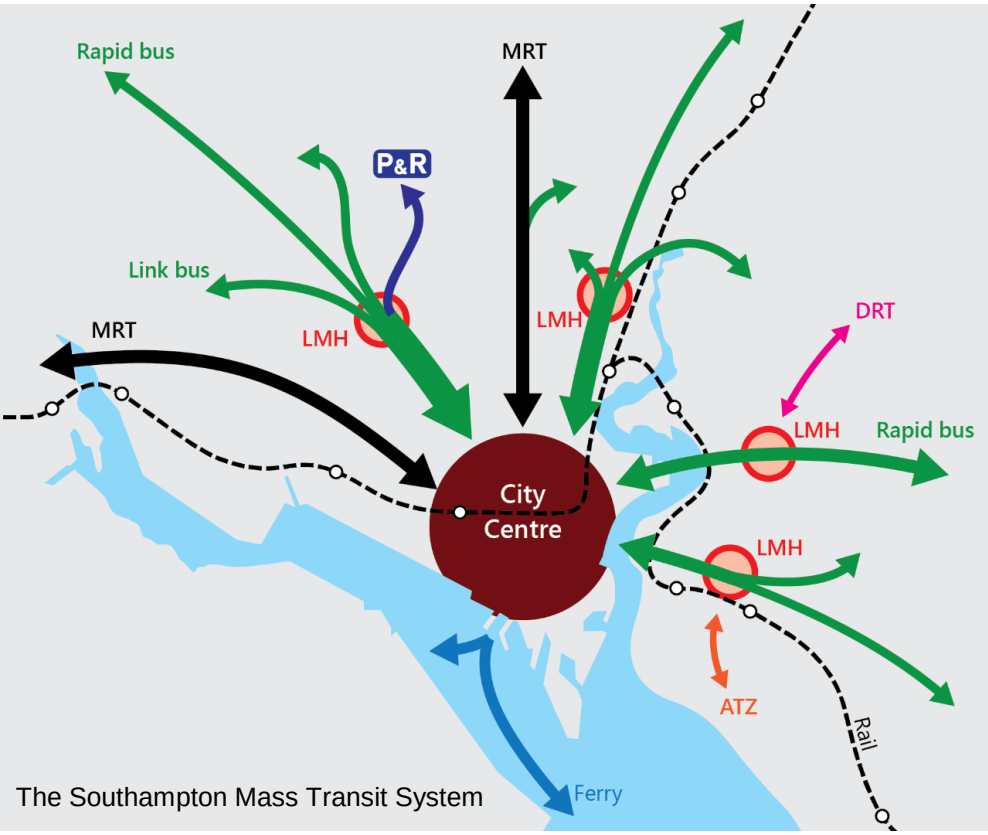
To support Southampton into the future we need to plan and invest in a world-class public transport system that is integrated, innovative, inclusive and low emission. This will be the Southampton Mass Transit System (SMTS) that is a multi-modal layered and integrated public transport system, provide a step-change in public transport connectivity, and will contribute towards tackling the city's transport, environmental, growth and social challenges. This will build on the recent success and investment being made in Southampton's public transport Southampton to ensure that the number of people travelling by bus, rail and ferry continues to grow, it is a genuine alternative to the car and is inclusive for all.

The SMTS is not defined by a specific mode but by what it is – a number of separate elements and types of mobility that are combined. The SMTS needs to provide an excellent frequency of service, be fast, frequent, integrated, reliable, accessible, easy to use, comfortable for all, and looks to reduce the impact on the environment. It will need to be underpinned by a multi-modal multi-operator intelligent travel ticket product that makes use of the latest technology to make sure it is easy to use and inclusive. The aim would be for the SMTS to be marketed as one public transport entity applying a unified brand.

The backbone of the SMTS will be the Mass Rapid Transit (with a rail 'metro' style service or bus-based Rapid Transport), Rapid Buses and Link Buses. This core offer will be complemented by local and regional rail services, Park & Ride and ferries. Where Link Bus services aren't commercially viable, Demand Responsive Transport (DRT) can infill and provide more bespoke demand-driven services. Where the SMTS operates each corridor will have its own 'level of service agreement' that defines what each corridor will seek to achieve (e.g. journey times, punctuality, service quality, priority etc) and how it fits into the SMTS network.



Physical infrastructure is not the only way that we will look to deliver this system. To the SMTS user it will appear integrated and seamless with an efficient set of 'back office' systems supporting it that will form the basis for a Mobility as a Service (MaaS) offer, even though the service is delivered by a variety of different providers.



The Southampton Mass Transit System

The main features of the SMTS are:

Rail – providing the quickest, easiest choice for travelling longer distances outside the Southampton City Region to areas of economic activity such as London, the Midlands and North, commuter journeys within it and connections to Portsmouth, Salisbury, Bristol, Bournemouth, Brighton and Reading

Mass Rapid Transit (train/tram/metro/bus rapid transit) - connecting Southampton to the City Region to support areas of housing and economic growth in Eastleigh, Chandlers Ford, Hedge End, Fareham, Totton and the Waterside. This will be a combination of a 'metro' level of frequency of rail services with direct, attractive, frequent and fast services on road using a tram or Bus Rapid Transit that has the an excellent level of priority and segregation. This allows journey times to be consistent and reliable and when combined with other elements of the SMTS provide a 'turn up and go' frequency, whilst minimising the environmental impact.

Rapid Bus - high frequency, high capacity bus corridors that follow the main arterial and radial routes from the City Centre to the neighbourhoods and to towns beyond within Hampshire. There is the option that services on these routes could be limited stop for commuter or intra-region journeys, so as to provide direct, fast end-to-end journey times that are similar to those by private car. Link Buses could then supplement by providing infill stopping patterns. These corridors are being looked at holistically from end to end using punctuality data to analyse what needs to be done to provide priority at pinch points and other measures, so that they can provide the high quality service and faster journey times necessary in order to attract people from their cars.

Potential Rapid Bus corridors could include along Redbridge–Millbrook Roads, Shirley Road, Portswood Road & St Denys Road, Northam-Bitterne-Bursledon Road and Portsmouth Road and extend into Hampshire. They will link with other modes through Local Mobility Hubs in the Suburban/District Centres, with the Southampton Cycle Network, rail network and link to the Active Travel Zones. The objective will be to ensure journey times are quicker than a baseline with improved reliability through priority, the image of and satisfaction levels with the bus, reduce environmental impact by moving to towards low, then zero, emission vehicles, and having enhanced waiting and interchanges facilities.

Link Bus – accessible feeder bus services that fill in the gaps across the city and feed onto the main Rapid Bus corridors complementing those services.

Ferry Links – basis for a network of short journey ferry services along Southampton Water and to the Isle of Wight

Park & Ride – by development of strategic sites that capture journeys on the outskirts of the city and transport people on high quality priority routes – either on Rail, Mass Rapid Transit or Rapid Bus to the Economic Drivers or City Centre. For Park & Ride to attract users and be cost-effective, there will need to be changes to parking availability and pricing within the City Centre and restrictions that reduce ease of access by private car. In the short term, Strategic Park & Ride solutions that serve some of the Economic Drivers have been developed. We will look to are support steps by institutions that have constrained parking and access, such as Southampton General Hospital and University of Southampton to provide off-site parking options for their staff, including at Adanac Park.

Local Mobility Hubs – in District Centres these are points where people can access a range of travel and mobility options, ranging from the SMTS to e-bikes, low-emission cargo vans, click & collect points, and shared mobility. The payment options for the SMTS will include the ability to access these services and hubs.

Demand Responsive Transport - encompassing bespoke door-to-door transport services, such as Dial a Ride services for those with mobility impairments, taxi services and flexible minibuses. These will complement the SMTS creating the support network of bespoke services that will be vital for an aging population and will need to use technology intelligently so that no one is left out.

Developing bespoke services that only operate if there are customers who have booked to travel and can vary their routes to collect or drop off passengers – these could serve edge of town business parks and low density residential areas which are not economic to serve efficiently using conventional bus services.

Intelligent Ticketing (Mobility as a Service) – the whole system is underpinned by a more flexible and integrated travel offer. This will be based around a pre-purchase model where people can buy their travel regardless of mode, and is not just constrained to public transport services but includes future initiatives, EV charging, Council and other mobility services. In the short term it needs to acknowledge that there are differences between operators and how people of different needs can uses the SMTS and pay for it. Ticketing needs to be fast, easy to use and understand, secure, and meet the needs of the passenger.

Interchanges – in the City Centre, District Centres and locations such as Port, Airport, the Universities and Hospital. They need to be easy, simple and reliable so that travel across the city is common and can be done from any starting point. New interchanges are planned for Southampton Central Station (to better connect rail with regional coaches, taxis, cycles on the south side) and at Town Quay (for

ferries with bus, taxi and cycle), University of Southampton, and in the vicinity of Portland Terrace and Castle Way in the City Centre.

Information – a clear, accurate information and display system that goes across all elements of the public transport journey – approaching the stop, at the stop (via at stop screens or on mobile devices), on board and at the destination. As technologies and services change, we will look at ways to evolve mobile and dynamic information – geo-locating, Wi-Fi as standard (5G), and clear promotion, branding and user interfaces.

The SMTS will present the opportunity for a comprehensive and integrated system where changing between travel modes is easy, seamless, intelligent, fairly priced and vehicles are clean, low-emission and offer a high quality customer experience and level of service. It will need to be accessible and inclusive for all where everyone can use it regardless of any disability and where technology doesn't exclude anyone.

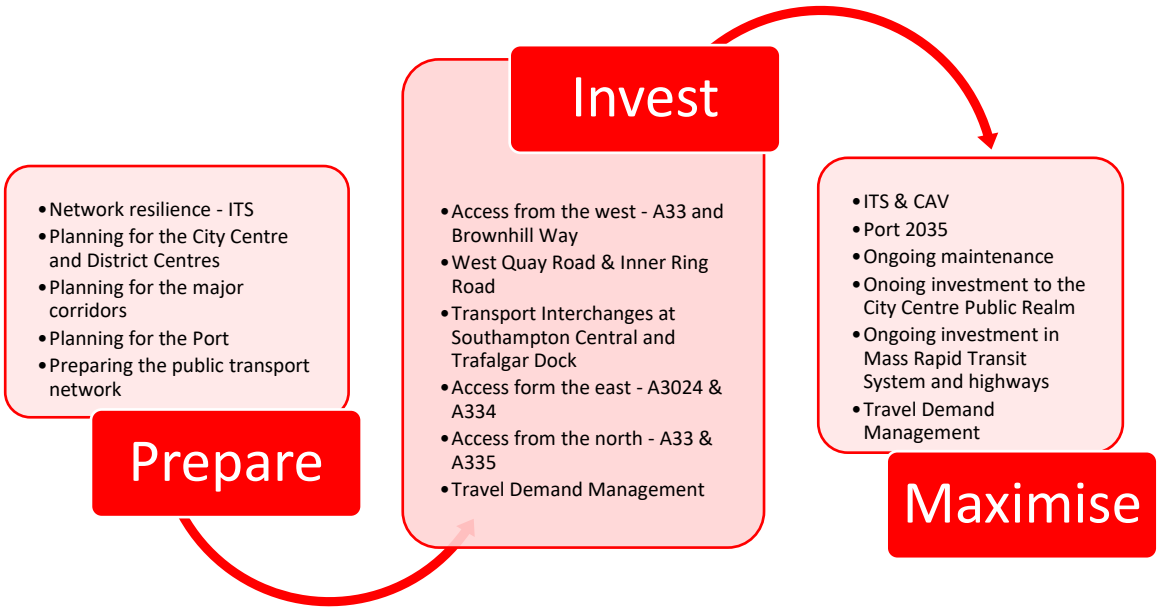
Policy C1: Southampton Mass Transit System – over the next twenty years the Council, working with bus, rail and ferry operators and neighbouring councils will develop the SMTS as a world class public transport system for Southampton that offers an attractive and viable alternative to travelling by private car. The SMTS will be multi-layered and integrating different modes together seamlessly. It will be innovative, inclusive and low emission.

The detail of the SMTS will be explored further in the supporting Southampton Public Transport Plan.

A Connected City: Investing in Road and Rail Connections

Southampton's excellent national and regional connections whether they be roads, rail, or water are a vital part of the city's success. To continue to get people, goods and services into, and around Southampton, we need to prepare the transport network for the future. The network is going to see 74,000 new trips being made on in by 2040 and over half are still expected to be by road. So we need to prepare not just physical interventions, but operational and behavioural ones as well. Once implemented, these improvements need to see continued investment in maintenance and support so the benefits of this growth are not eroded.

The approach to do this will be to **prepare** the road, rail and water networks for growth by understanding how well they perform and operate now, how the connections and spatial areas are going to develop to 2040 and what the impact of this growth and land-use change will be. This will look at how resilient they are expected to be with traffic growth and what capacity, changes or investment would be required to allow these connections to function effectively. Once this evidence has been prepared we can then seek funding for targeted **investment** in the connections, acknowledging that there is limited space for completely new routes. To keep the connections working and sustainable we will then **maximise** and optimise what the network can do further through technology and operational and behavioural interventions to ensure that it operates as efficiently and reliability as possible.



As the City Centre grows and changes it will be important to maintain and improve the existing connections to it. The Inner Ring Road has a vital role to play in this as it can move people and goods effectively to the right part of the City Centre without the need to travel through it. In its current form and function, use on different sections varies considerably. The busier section like West Quay Road experience delays and poor air quality particularly at busy times. To enable the Inner Ring Road to perform its strategic traffic distribution role better, we need to look at it holistically and think about how it can be used and improved not just for capacity but to support regeneration and place-making of the Mayflower Quarter and Western Gateway areas. Currently, high traffic volumes around Western Esplanade, Havelock Road and Cumberland Place causes severance and pollution and acts as a

considerable and unfriendly barrier for people wanting to get into the City Centre on foot or by bike.

We are proposing to develop solutions to improve the Inner Ring Road in sections:

- West Quay Road – including options for realignment to the west to release the opportunity to downgrade the existing West Quay Road so to connect future development on Western Gateway with Southampton Central station hub the rest of the City Centre both east and south, and provide a sustainable transport led corridor. The realigned road will provide reliable connections to the Port, Western Gateway, Royal Pier and City Centre.
- Western Esplanade and the Southampton Central Station SMTS Hub;
- Cumberland Place-Brunswick Place-Havelock Road (north of the Central Parks) to work better;
- Kingsway-Threefield Lane; and
- Town Quay-Platform Road.

For each section of the Inner Ring Road we will carry out detailed studies and develop initial designs in close consultation with stakeholders.

Policy C2: Inner Ring Road – over the next twenty years we will improve the operation and function of inner ring road so it can accommodate strategic traffic flows reliably, whilst enabling a reduction in traffic volumes within the city core, and supporting the delivery of regeneration opportunities and interchange improvements.

As the Economic Drivers grow and intensify, they will require in-depth planning and investment to ensure that their aspirations are not stalled. In the near term, improvements are being made to the A33, A335 and A3024 to improve traffic flow and journey time reliability, but continued planning and investment will be required to these corridors and others to ensure that they can continue to move people and goods. We can use tools that are available now to help to manage the network within its current constraints and upgrading it so it is resilient but our major corridors require holistic longer term plans. This will be focused an approach that moves people and goods on certain corridors seamlessly and sustainably.

The important areas we will be preparing and investing in are:

- Planning access to the Port of Southampton as it grows and changes, both by rail and road including A33 corridor;
- Planning and improving access to the Hospitals, Universities, Northam & Itchen Riverside, Woolston and Adanac Park-Brownhill Way Economic Drivers as these develop and change;
- Access to and from Southampton to the wider City Region, particularly between the city, suburbs and in Totton, Chandlers Ford, Eastleigh, Hedge End & Hamble;
- The resilience of the network with asset renewals at Northam Rail Bridge; and
- Access to and within the District Centres.

We will also look to maximise the transport network by:

- Looking at accesses to the Port beyond 2035;
- The efficiency of ongoing highway maintenance programmes to keep the city moving;
- The delivery of future stages of a Southampton Mass Transit System;

- Using C-ITS and preparing for future transport such as Connected or Autonomous Vehicles; and
- Using Travel Demand Management and supporting programmes of behaviour change initiatives and information to reduce people's need to travel.

Transport connections to the Solent area are also important. Investment is needed to improve connections between Southampton, Fareham and Portsmouth, improve connectivity to the Isle of Wight, and further afield, so to provide people and businesses with better access to the labour markets, to help improve productivity the Solent economy. Working with partners, we will jointly plan and invest in schemes that help to reduce journey times, make them reliable, and encourage more people to travel sustainably. This includes investment to improve capacity on the M3, M27, A27 & A326 corridors and on the rail network. It includes partnerships with bus, rail and ferry operators to improve interchange and punctuality and working with Economic Drivers, businesses and neighbouring authorities to improve sustainable travel modes.

Policy C3: Investing in Road and Rail Connections - over the next twenty years we will work with our partners to develop Southampton's transport connections so that the city can build on its excellent national and regional connections and support its international gateway Port and Airport, enable the regeneration and sustainable growth of the City Centre, and provide reliable, high-quality connections to our economic drivers and the City Region.

Further details will be provided in various studies for the City Centre, City Centre Access & Movement Strategy, Area Access Plans and working with developers and other promoters on integrated land use and transport planning.

A Connected City: Managing Freight, Servicing & Logistics

Getting goods and services around the city reliably and efficiently, and to onward destinations across the wider country, for businesses and logistics customers is an important part of the function of Southampton's economy. The Port of Southampton is at the heart of the City economy's transport and logistics sector and accounts for 16% of the city's economic output. One example of how important this sector is can be seen at A33/A35 Millbrook Roundabout, where 11% of traffic using it is Heavy Good Vehicles (HGVs) going to the Western Docks, via Dock Gate 20.

For the Port to continue to function as an efficient 24 hour operation that meets the needs of its' customers, it require reliable access. Its' activities also require management so as to reduce its' impact on businesses and local residents and manage traffic and air pollution it generates. Increasing the level of cargo moved by rail forms part of this but reliable access by road will remain critical for the smooth operation of the Port.

The approach of placing a greater emphasis on making the City Centre and neighbourhoods liveable places for people, means that a balance is required to ensure we continue to support businesses in their daily operation. To achieve this, flexible delivery mechanisms can be used. This could mean that deliveries or services to local businesses are 're-timed' to be outside peak hours or use delivery consolidation sites for last mile logistics. This will help allow busy shopping streets in the City Centre and District Centres, without purpose built delivery service yards, to be prioritised for people during the day with the majority of deliveries and servicing can be carried out outside of busy times.

The very rapid growth in online shopping and home delivery services has led to a big increase in the number of Light Goods Vehicles (LGVs) on the network. These mostly operate outside of peak commuting hours but have an adverse impact on congestion and air quality. 'Click and collect' services can also put additional trips on the network or pressure on short term parking if not associated with other trips. In recent years there has also been a rise of internet takeaway delivery traffic using cars, scooters, mopeds and cycles. This reduces the need for the individual to travel to a store to buy their goods and take them home, but it has resulted in more LGVs on the road making multiple drop offs and collections from central stores or depots.

Policy C4: Freight and Last-Mile Logistics – over the next twenty years the Council will look to work with partners to develop technology that supports dynamic routing of freight, enables greater consolidation of deliveries the Sustainable and Local Distribution Centres and supports a move towards smaller low and zero emission vehicles for last mile logistics to reduce the impact on both traffic and air quality, whilst still ensuring that customers receive a convenient, timely and efficient service. The Clean Air Network (CAN) and Delivery and Servicing Plans (DSPs) will be promoted to businesses.

The policy measures that the Council will promote and seek to deliver for Managing Freight, Servicing and Logistics are	
Consolidated Freight Deliveries	The Sustainable Distribution Centre (SDC) was set up by the Council in 2012, as part of a solution to last mile logistics by using a location outside of the city and using smaller more efficient vehicles to take packages onwards to the final destination. Current users include the Council, the NHS through Southampton General Hospital and the University of Southampton. However, the service is currently under-

	used and we need to continue to grow its use by encouraging other businesses, such as the Port and City Centre businesses, to use it. To reduce impacts further, smaller local SDCs in District Centres or neighbourhoods that use electric vans or e-bikes to take goods to front doors or businesses will be developed as part of Local Mobility Hubs.
Delivery and Servicing Plans (DSPs)	These are a way for businesses to proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak. These can save time, improve reliability within the supply chain, improve safety and reduce impact on the environment with less harmful emissions. DSPs will be conditioned as part of planning permissions and work in conjunction with an employer's Workplace Travel Plan to ensure that all transport activities are efficient, cost-effective and embed sustainable freight practices.
Dynamic Freight Traffic Control	By using dynamic routing to guide HGV drivers onto optimal routes for their deliveries to help reduce emissions, such as when they are accessing destinations in and around congested parts of the city. If funding opportunities arise, we will explore if there is a case to develop and test a pilot system in Southampton. Other options for flexible use of freight include changing the use of kerbside loading throughout the day using smart sensors, laybys that are bookable online and changing the times of when vehicles can service a retail or commercial area so that they do so outside of the main hours when people are in those locations.
Last Mile Logistics	Working with partners and enterprises we will look at encouraging more last mile deliveries to be made by bike, e-cargo bike or zero emission vehicle. These would operate from a Local Mobility Hub or SDC and provide opportunities for zero emission deliveries. They would form a key part of the service delivery for organisations such as the Council, or operate in the City Centre or neighbourhoods as part of Active Travel Zones.
Clean Air Network	Will be used to help support small and medium size businesses to trial electric and alternative fuelled vehicles, so they can assess and better quantify any cost savings

Successful Southampton: An Innovative City

Southampton has a good track record in being innovative when it comes to transport and using data and systems to make it easy to get around, and promote sustainable and active modes. A network of projects such as ROMANSE traffic management, real-time information at bus stops and next stop on buses, Enhanced Variable Message Signs, smart traffic sensor units and the SolentGo multi-modal smartcard have built a good platform.

Looking ahead to 2040, the future of mobility could look very different with the advances in technology such as Connected and Autonomous Vehicles (CAV), Mobility as a Service (MaaS), and disruptive mobility platforms creating and exciting and unknown world. We will need to be prepared to take advantage of these emerging and different technologies and applications so it can benefit Southampton. This will be vital in creating a successful Southampton so we can meet the growth and environmental challenges and create a city where everybody can get around.

The future of mobility will be around data, connectivity, automation, new modes, and changing people's attitudes and behaviours. Taking advantage of this will help to support the city continued growth, meet people and businesses demands for their future mobility, support future network operations and mitigate their impacts. Testing and adopting new technologies and platforms to manage transport proactively and encourage travel by other modes forms part of the Innovative City approach.

The main thrust will be to continue to develop Smart City infrastructure for transport to create a system of sensors, data points, and devices that are all connected. Having this fine grain of data will drive forward the move towards more intelligent management of the transport network providing the Council and partners with the tools to make decisions in real-time when, and generate further learning so systems can adapt.

Alongside the infrastructure the Mobility as a Service (MaaS) market is growing. Traditional methods of transport planning are not going to be enough in the future and we will need to take on different and innovative ideas. MaaS is once such tool based in a virtual and integrated environment to make getting around simple and easy. Using the data and systems in already place and aggregating them into once place the MaaS platform can be used to personalise and broaden people's travel and mobility options. MaaS becomes a single platform for people's mobility needs where they have information, the ability to pay and tailor their travel in once place. This is then sustained and can help to build people's confidence around traveling in Southampton.

As part of an integrated and layered transport system we can expect to see a continuation of new and disruptive transport technologies broadening personal and shared mobility options. Known as floating transport these are app or technology based and cover operations such as Uber, short-term car hire (e.g. BMW's DriveNow or Daimler's Car2Go), and floating or dock less cycle hire schemes (e.g. YoBike or NextBike). These use apps to book the service and can open up opportunities for people to access transport without owning a vehicle outright. While providing this new capability for people to get around we will need to work with these bodies to ensure that they do not accidentally exclude people and they deliver a reliable service to an agreed standard.

It is unclear how quickly Connected and Autonomous Vehicles (CAVs) will become alternatives to private car ownership as the technology and legislation is emerging. However, we need to be prepared for increases in CAVs and take advantage of changes and broadening of technology and legislation, but need to be aware of the impact of these forms personal mobility will have on safety for their users and other transport users.

Implications for the way streets and spaces are designed, interaction with partially sighted people, and how much parking is required.

Growth in and creating a Liveable City Centre and changes in vehicle ownership patterns will place differing demands on parking both in new developments and on-street. Continued increases in the amount and location of parking is a threat to how the network operates generating more trips and hinders sustainable travel. However, suitable and sympathetic parking is crucial to support the City Centre's role as an employment, retail and leisure hub.

Currently there are over 16,500 publically available car parking spaces in the City Centre with a dominant supply on the west. On a weekday maximum occupancy levels are on average 68%, meaning there can be just over 5,200 spare spaces. Smart and balanced parking has an important role to play in supporting the City Centre but an oversupply is an attractor for people to drive and is not an optimal use of the city's land. The provision of the parking stock in the City Centre needs to be rationalised and managed to reduce demand, support inclusive and sustainable and clean travel but also to create spaces in the City Centre where people want to go. Parking will need to have sufficient and convenient provision for disabled people and EV charging facilities.

Alongside parking in the City Centre, parking is also important for the Local and District Centres. With many of these located on busy transport corridors they have a mix of through and destination traffic that wishes to park. Location of off-street and turnover of on-street parking is vital to support vitality but also keeping traffic, particularly buses, moving. Technology and pricing can help to manage how the parking operates and locations could be consolidated. The development of Local Mobility Hubs can reduce the need for multiple trips and support local businesses.

The approach for Innovative City is to plan and invest in innovative solutions and technologies that help to support Southampton as it grows and to mitigate the impact on the environment, in these areas:

- Smart City Infrastructure,
- Mobility as a Service, and
- Smarter Parking.

What An Innovative City Means for each Spatial Area			
City Centre	**Economic Drivers**	**Neighbourhoods**	**Travel to Work Area**
A Smart City Centre that uses data to collate a wealth of information that can be analysed to manage traffic conditions, provide bus priority, smarter parking with real time bay availability, and smart EV charging.	Have Smart City Corridors that uses cooperative data collection from traffic and provides information back to them to pre-empt traffic movements and allow them to proactively plan their operations, provide priority for buses, have next generation VMS installed to provide information back to users, ability to evolve to accommodate Connected Vehicles.	Innovative and smart parking in District Centres that manage demand and congestion	Connecting the Smart City Corridors into Totton, Chandlers Ford, Eastleigh and Hedge End and further afield to Portsmouth, Winchester and Dorset.
Smarter management of car parking through sensors, apps and technology, variable parking charges depending on emissions or capacity – apps to managing access to the car parks (both on-street and off-street) with electronic signing that provide information on capacity.	Using the Smart City infrastructure to help with parking pressures on constrained sites to provide information back to users.	Develop Local Mobility Hubs that become local centres of economic activity to minimise the need to travel by car.	City to city connectivity linking with Highways England, Hampshire County Council and Portsmouth City Council to share data on traffic levels and journey times to develop consistent messaging and network management.
Intensification of City Centre development without having a net increase in the parking levels by working with site promoters to develop schemes that seek to minimise increases in trips by private car, have no or constrained parking provision particularly where there is excess capacity already present in the area and complement existing land uses.	Developing new methods of managing parking with incentives and options such as workplace parking levies, capped parking levels or legal agreements.	Develop a MaaS package for people in Southampton that provides an integrated platform for information, payment and travel options	Coordination of Urban Traffic Control systems with neighbours to ensure Solent-wide integrated network management.

What An Innovative City Means for each Spatial Area			
City Centre	**Economic Drivers**	**Neighbourhoods**	**Travel to Work Area**
Rationalisation and relocation of the existing car parking to a Parking Ring to reduce the excess number of car parking spaces so that parking is more appropriate, discourages unnecessary trips and supports the development of some sites for alternative uses.	Partnerships with businesses on opening up data about traffic to help these sites plan operations	Using ITS to optimise the network around neighbourhoods that provides priority for people walking, cycling and on public transport	Develop a MaaS package for the City Region and Solent that provides an integrated platform for information, payment and travel options
Providing real time travel and traffic information back to businesses and public through on-street, online and mobile on traffic conditions, road safety and supporting behaviour change campaigns.	Using existing ITS to optimise the network around the sites to provide bus priority and for people walking and cycling.		
Rationalise traffic signals within the Inner Ring Road as part of the wider liveable city approach reducing unnecessary through traffic including standalone signalised crossing points.			
Technology used to restrict access to the City Centre at certain times of the day to promote walking, cycling and public transport but also to enhance the air quality. Achieved by controlling car traffic except for residents, public transport and EV/ULEVs. If vehicles not meeting these standards want to access they must pay and the number of times they want to access is limited across the year or pay for annual access.			

An Innovative City: Smart City Infrastructure

Having accurate and real time data is an important component of creating a Smart City and where the information can be used to manage the transport network allowing it to support growth, reduce pollution and enable better travel choices. The Smart City Infrastructure enables a wealth of real-time data to be sourced from a wide range of places and used to develop proactive plans to deal with events, provide information back to users on conditions or safety, help manage demand and space, and promote non-car modes. The data can is anonymous come from mobile crowdsourcing ways such as GPS trackers, smart sensors, social media posts, mobile phones, and CCTV.

Smart City Infrastructure can be made of many difference components and has a number of outcomes.

Improving Performance

Knowledge about real time conditions can assist to make decision about operations and behaviours

Access to Richer Data

Understanding travel behaviours, demands and make forecasts

Reducing need to travel and transport goods

Supporting the advances in digital communications

Reducing impact on environment

Less stationary or stop-start traffic

Improving the customer experience

Easy to use integrated payment and real time travel information platform

Internet of Things

A network of sensors and connected devices that provide data

Policy I1: Smart City Infrastructure – over the next twenty years we will plan and invest in innovative Smart City solutions and technologies that help to support Southampton as it grows and to mitigate the impact of transport on the environment, this includes infrastructure to monitor transport networks and prepare for technological changes in travel.

The policy measures that the Council will promote and seek to deliver for Smart City Infrastructure are:	
Smart City Corridors	Developing infrastructure along the main transport corridors to enable data and communications to be shared between connected vehicles and sensors along a corridor with a central information hub. The infrastructure would be based on a network of sensors such as Internet of Things, wireless networks or mobile/GPS data and would collate the data. Data can then be analysed in the hub along with other external data and information and messages can be relayed back to the network. These

	messages could be visible ones such as displays showing expected journey times, information about events or roadworks, or promotion of alternative modes. Non-visible messages would be linked to bus priority or traffic signals to optimise operations. This could also use real time air quality data to adjust the signal timings to reduce emissions from stop-start conditions.
Connected & Autonomous Vehicles	As an emerging area this provides an opportunity as well as a threat to how people will get around Southampton in the future. Risks are that there may be more vehicles on the network that are still operating on tyres and they could interact with vulnerable users. However, they can make multiple trips a day for different users as part of a shared economy reducing need for excessive highway and parking space. We will need to be prepared to be flexible and look at accommodating these new technologies and modes using them to benefit people in Southampton. The legislative and legal framework is being development by central Government and we will continually assess how this applies in Southampton.
Intelligent Transport Systems (ITS)	This continues to form the backbone of the Smart City infrastructure to manage traffic and space, provide space places for people walking and cycling to cross, priority to buses at signals, and ways of getting information out to people on the roadside. To manage and influence traffic we will continue to improve and upgrade the existing Intelligent Transport System (ITS) systems. We will focus on the congestion hotspots around main traffic signal areas to provide smooth traffic flows and include bus priority where needed. This would involve co-ordination of signals between different junctions through the Smart City infrastructure and control systems to allow enhanced communications with each other optimising how a junction works, people can crossing the road and providing buses with priority. This would include updating the existing Urban Traffic Management System to keep it working effectively.
City to City Smart Connectivity	We will look to combine and coordinate a sensor network for data collection, strategies and ITS to understand real-time conditions on the wider transport network in Hampshire, Portsmouth, Isle of Wight and on Highways England and Network Rail's network to inform travellers about conditions to help them plan journeys and widen their travel choices.

Further detail on Smart City will be set out within a future supporting Connected and Intelligent Transport Systems (C-ITS) Plan.

An Innovative City: Mobility as a Service (MaaS)

Looking ahead to the future, the traditional methods of transport planning and provision won't be enough. New technologies and techniques offer significant potential to make paying for travel and making and 'blending' journeys using different modes easier and could get close to matching the convenience and simplicity of travelling by private car.

With an predicted 11% increase in the number of trips in Southampton by 2036 over now and with numbers of car trips into the city centre declining, there is now an excellent opportunity to provide a simple and integrated system that pulls together information, incentives and payment systems into one digital platform so people can conveniently plan, pay for and take seamless journeys. Currently the transaction for travel is between the user and individual transport operators. While SolentGo is a multi-operator ticket, the benefits of using it are quite limited and as it currently stands it is a premium offer. There has been an increase in convenient payment mechanisms and fare pricing structures on public transport and in car parks but the systems aren't fully integrated or interoperable.

The growth of smart phone apps and ability to pay on the go is changing the local travel market, creating the opportunity to develop multi-modal data platforms that aggregate data from operators and providers into one simple place. These are then flexible enough to tailor a personal journey and travel planning package – much like a mobile phone contract with core product and add-ons. This puts travel services in one place where they can be personalised. An individual can buy a travel 'package' that they pay for once, or have a monthly charge, which can be used for travel on a variety of modes, and can plan all their journeys in one place. This is known as Mobility as a Service (MaaS).

The various elements of MaaS are set out below.

 **On the Move** Journey planning that is simple, digital and mobile	 **Mobile Payment** Cashless, pay for all services, available for all	 **Trans-mobility** Multiple modes and different journeys
 **Soft Mobility** Providing information on the quick, reliable and best route	 **Interoperable Mobility** Going from one mode to another	 **Active Mobility** On the most sustainable or active mode

Developing this would widen the choice and availability of travel to a greater number of Southampton's population and businesses, and as a consequence see a reduction in congestion and parking need. This would be affective in areas with lower car ownership, more deprived areas, or in high density developments with reduced parking provided. We would seek to support the introduction of these MaaS products in Southampton through effective partnering with stakeholders and developers. We would also work with Solent and South Hampshire partners to attempt to deliver MaaS more widely throughout the Solent.

A MaaS platform for Southampton and the wider Solent area would support people making more flexible transport journeys across a wide range of travel choices. MaaS is about improving the user experience, improving information, satisfying demand and promoting

sustainable travel. It could cover rail, bus, ferry, taxi, shared car, shared bike, EV charging, Local Mobility Hubs, parking, and other services. By supporting the ability to travel on a variety of modes and across different operators with one payment it reduces barriers around cost, convenience, and paying multiple times for multiple journeys. As a multi-modal package MaaS can be adjustable depending on need.

We would also work with Solent partners to seek to deliver MaaS widely through the Solent region so journeys in Southampton can go to Portsmouth without the need to buy multiple tickets. We would look to develop the SolentGo platform as the basis for MaaS, the first steps would be to collate data and information before developing the payment system and any app based platform. These need to be development in partnership with operators, technology providers and end users from all aspects of society to ensure the user experience is quality but also that no one is left out from using MaaS. Careful consideration will need to be given to how all demographic groups and service users can have access to these digital innovations without being left behind. A proportion of people will not have access to a smartphone or mobile data, so it is important that these people are not excluded or left behind from the benefits offered by MaaS.

We will develop a Southampton MaaS package using a portal (typically a mobile app) that collates data and information into one repository along with the mechanisms for improving information, booking, and payment. This will enable people to access and pay for transport services on demand as an alternative to car ownership, either on a 'pay as you go' or a fixed price or capped bundles basis. These are the elements that will combine into the Southampton MaaS package.

Policy I1: Mobility as a Service (MaaS) – over the next twenty years we will plan and invest, along with stakeholders and partners, in innovative Mobility as a Service (MaaS) applications to support Southampton as it grows by developing a platform for the city that covers the range of mobilty options available.

The policy measures that the Council will promote and seek to deliver for **Mobility as a Service** are:	
On the Move	Making journey planning simple with an improve user experience so people know the length of time their journey will take, how reliable it is and whether it is on time. We will need to ensure that our current journey planner (myjourneysouthampton.com) is fit for purpose and able to deal with new mobility means so it can form the core of the MaaS package.
Payment	Increasingly operators are investing in cashless operators (contactless or mobile) as ways of collecting fares, reducing security concerns about cash, and improving journey times. MaaS would enable this to go further by enabling people to buy travel services as a package across different users before they travel. MaaS would need to be interoperable across different operators and modes with the latest payment technology.
Transmobility	Enables multiple journeys across multiple modes. Expanding SolentGo so that other modes and methods of travel can be added to the platform so the MaaS system is interoperable, integrated and simple to use on public transport, in a taxi, for a shared bike or a shared car.
Soft Mobility	Using geolocation in get real time information and maps so users can navigate easily through the city's transport network and so information can be provided direct to them

On Demand Mobility	App based providers of transport services are stimulating new models of demand responsive bus services. In a number of areas operators are exploring ways to use apps to deliver more personalised and flexible passenger transport services, for areas that are difficult to serve by commercially operated conventional bus. These areas could include residential areas without the density to support a traditional bus service, or an outlying business park that is off a main public transport corridor. The service would link from a hub such as a District Centre or a Transit Hub to these areas.
Active Mobility	Includes incentives to encourage active travel and integrates cycling and walking within the MaaS platform.

Alongside the MaaS platform there are a number of traditional and new methods for personal travel, known as shared or floating mobility. These range from established car clubs, liftsharing to electric car sharing or bike sharing. The common factor is that these provide flexible short-term options for travel and support those who don't have access to their own personal transport.

Car Clubs	These provide to access a car or light van for short-term hire, without the high cost or parking difficulties associated with owning a vehicle. Vehicles are based in key locations, or in a Floating Car Club anywhere, for hire to members via an online, mobile or telephone booking systems. We will seek to continue to work with, promote and look to extend the Southampton Car Club as viable. We will also look to work with major developers and employers to develop their own Car Clubs – particularly for sites that are constrained or are being developed as low car or car free. The Southampton Car Club will be expected to be part of any Southampton MaaS package.
Liftsharing	These aim to encourage individuals to share private vehicles for particular journeys, such as commuting to work, to reduce the number of cars on the road. Schemes are either operated publically online or within an organisation. These can sometimes be almost at a public transport scale, such as minibuses for schools collecting up to 8 children. Through Local Mobility Hubs we will look to develop both formal and informal car sharing with information, vehicle charging points. It will need to be interoperability with the MaaS platform, and integrated into journey planning.
Bike Sharing	These are short-term cycle rental schemes that enable cycles to be picked up from one location and returned to another location when the user has finished their journey. There are currently two primary types of model one is using a self-serve docking station often for a number of bikes (akin to the London Santander scheme), and once hired they need to be returned to any other bicycle station. The alternative is floating 'dock less' scheme where bikes can be hired via mobile apps and are located on-street in locations shown on the app's map. Once a journey is finished can be 'parked' anywhere, or in a designated geo-tagged location. We will continue to work with them and any others, to a code of conduct to ensure sustainability and integrate into the Southampton MaaS package.

An Innovative City: Smarter Parking

Parking can have a considerable influence on personal travel choices and if it isn't managed sustainably can act as a barrier to widening travel choices and increase congestion. With the predicted amount of trips potentially coming forward there could be additional demand for parking. The highway network in Southampton has a finite amount of space to accommodate the trip growth if more parking in the City Centre and at Economic Drivers is provided. Provision of too much parking can result in large increases in traffic and discourage travel by public transport or cycling, acting as a constraint on creating a more sustainable city.

In 2018, there were 16,500 publically accessing car parking spaces across the City Centre spread between 56 city centre car parks – and of these around 60% are not controlled by the Council and on-street Pay & Display parking bays. Currently, within car parks across the City Centre during the week, the maximum occupancy levels do not exceed 68% - meaning there are at least 4,000 spaces available at any given time.

We will take a balanced approach to parking that helps to create a Liveable City Centre that is vibrant by actively looking to rationalise and relocate parking close to the Inner Ring Road within multi-storey facilities. Parking has a role in supporting the City Centre and District Centres and if there is insufficient parking, there can be overspill into neighbouring areas. If parking prices are low, then encouraging travel by other modes (including any future Strategic Park & Ride) becomes more challenging.

Standards for the provision of parking in new developments is dealt with through a separate Supplementary Planning Document (SPD), the current standards are being reviewed to align them more closely with the ambition of Connected Southampton being a successful, healthy and sustainable city.

Policy I3: Smarter Parking – over the next twenty years we will take a balanced and smarter approach to management and provision of car parking, particularly in the City Centre, managing the supply and demand of parking intelligently and taking a balanced approach so to not increase levels through consolidation of existing parking provision to the Inner Ring Road and limiting it in new developments.

The policy measures that the Council will promote and seek to deliver for **Smarter Parking** are:	
City Centre Parking Ring	To support a Liveable City Centre, there is a need to reduce and rationalise the amount and location of car parking. Parking can support the city Centre but its location, convenience and price can increase car trips at the detriment of sustainable modes. Some public car parks in the City Centre are small surface car parks, accessed via narrow streets which are unsuitable for larger volumes of traffic and add to congestion and pollution. Surface level car parking in certain parts of the City Centre detracts from the quality of the cityscape and is an inefficient use of land. For the Liveable City Centre the amount of parking provision in the City Centre will be reduced over time, enabling new development and re-purposing of space. Parking in smaller surface level car parks will be relocated to multi-storey locations on the edge of the City Centre adjacent to the Inner Ring Road on a 'Parking Ring' as routes within the City Centre

	itself are changed or access restrictions introduced. People would be encouraged to use the car parks located on the Parking Ring and they would be accessed directly from the Inner Ring Road. Surface car parks would be consolidated into single structures allowing the sites to be opened up for redevelopment. The Parking Ring will be well signed and through EVMS provide information on capacity, location and size of car parks as well as managing traffic circulation. The location of on-street car parking bays will forms part of the rationalisation as the City centre road layout changes. Changing these spaces will mean additional space for people walking and cycling can be created. Where on-street parking is provided it will be in locations where disabled people can park and have convenient walkable onwards routes into the core of the City Centre. The on-street bays will also have capacity for EV charging infrastructure.
Smarter Parking Management	Offering greater flexibility by using smart sensors and technologies to allow for different uses for road space at different times of day. This could be as a loading bay in the early morning, then as additional traffic lanes at peak times, or on-street parking bays at other times. Sensors can provide real-time availability of spaces with information provided back to users on where spaces are, availability and how long they have left. They can also assist in efficient enforcement. The level of demand for existing publically accessible car parking can be managed through changing the level of parking charges as well as variable pricing based on the level of demand. For example, currently, there are lower parking charges in the evening to help support the evening and night time economy. The cost of City Centre and District Centre parking will need to be priced competitively to support the use of Park & Ride services to attract people to use it.
Motorcycle, Coach & HGV Parking	Motorcycles needs to have secure spaces to park and we will continue to provide dedicated secure motorcycle parking in the City Centre. This will need to be monitored and increased if demand and circumstances dictate. As the number of electric or alternative powered motorcycles increases we will work to develop a network of charging points. Coaches are used by visitors and schools in the city for trips and as a service to bring cruise passengers to the terminals within the Docks. There is limited space available for coaches to set down, wait and pick up in the City Centre that does not hinder traffic movement or cause other problems. Events at the Mayflower Theatre, Arts Complex and St Mary's Stadium mean that at certain times coaches need to be accommodated while not in use. Identified coach parking locations in Chapel, Herbert Walker Avenue and close to the Mayflower need to be reviewed as the City Centre changes. The relocation of the Regional Coach Station to Central Station Interchange may provide an opportunity for better coach parking. HGVs currently do not have any dedicated parking facilities that are close to the Port, a HGV Park is provided in Woolston District Centre. Satellite HGV parking is available within Rownhams Service Area on the M27 and at various locations on the M3 and A34. Under the Port's Vehicle Booking System HGVs have an allocated time to enter the Port. If a HGV is early there is increases in circumstances of inappropriate parking on residential or other roads, which can cause safety and environmental issues. Working with the Port to ensure that HGVs know not to park on

	residential or other roads (e.g. Third Avenue) and look at measure that restrict or manage HGV parking.
Legible Parking	To create a consistent brand and look to all Council-owned car parks to provide an enhanced visitor experience to take into account the reasons why people come into the City Centre. This will be done with clear mapping, signing, maintenance, information and innovative ways to show availability of parking spaces (using VMS and direction signing/lights within the car parks) to promote or direct people to some of the lesser utilised car parks. As more mobile and contactless cashless ways of paying become widespread paying for on and off-street parking will need to ensure that the technology is available linked to the MaaS platform.

Further detail can be found in the Southampton Car Parking Plan – a supporting plan to this strategy.

Successful Southampton: A Resilient City

Having a resilient transport network means that it is able to accommodate the daily demands placed on it. An important part of this is to ensure that it is well-maintained and that the road surface and equipment such as traffic signals, street lights, drainage, or bus stop infrastructure operates efficiently, reliably and accurately. A poorly maintained transport network can create congestion either from an unsuitable asset condition or through unplanned road works and delays, which cost businesses and individuals through reduced productivity, increased journey times, increased fuel consumption, delayed deliveries and damage to vehicles. The performance of the network should not be overwhelmed or degraded by extremes of weather, traffic incidents and planned events.

The approach followed to date has been to minimise degradation of the state of the city's highways by applying funding to areas that require urgent investment through the annual inspection programme. Routine maintenance has been prioritised on a visual basis and decisions around the impact and long-term strategy have not been enough to meet people's expectations. This, in some cases, has led to an infrastructure maintenance deficit where the level of reliability of the transport network could deteriorate over time and in certain circumstances the number of defects could increase, resulting in the need for all road users having to undertake their journey via a different route or mode.

It is vital that an integrated approach is taken to managing the transport network based on good evidence and sound engineering judgement, so it has enough capacity and is adequately maintained over its lifetime. To do this the Council has a Transport Asset Management Plan (TAMP) which sets out the approach for how the transport asset is to be managed to maintain an efficient and sustainable network. New technology is helping us with a better and more in-depth understanding of the asset and developing innovative ways of maintaining it.

What A Resilient City Means for each Spatial Area			
City Centre	**Economic Drivers**	**Neighbourhoods**	**Travel to Work Area**
Ensure that main radial routes into and around the City Centre are well-maintained and that signal-controlled junctions are working to their optimum level.	Ensure that the main routes into the economic drivers are well-maintained and that signal controlled junctions are working to their optimum level.	Take account of the maintenance requirements of greater numbers of light goods vehicles using residential roads to make e-commerce deliveries.	Make use of Variable Message Signage in neighbouring local authority areas to inform road-users undertaking cross-boundary journeys of planned roadworks and special events.
Variable Message Signage (VMS) and social media is used to warn road-users of dates of planned roadworks and special events.	Development of Travel Demand Management packages for major road work events.		Development of Travel Demand Management (TDM) packages for major road work events.
Roadworks by utility companies is co-ordinated with highway maintenance schemes to minimise duration of disruption and prevent multiple sets of roadworks.	Where possible, seek to undertake major road resurfacing work overnight to minimise disruption to road users.		
Development of Travel Demand Management packages for major road work events.	Major maintenance renewal at A33-A35 Millbrook Roundabout for access to the Port.		
On major highway routes serving the City Centre seek to undertake major road resurfacing work overnight to minimise disruption to road users.	Replacement and widening of A3024 Northam Rail Bridge to provide resilient access to City Centre, Port and Itchen Riverside		

To achieve improved resilience of the transport network, we have a number of aspirations:

- Develop sustainable long-term financial arrangements – the way that funding is being allocated from central Government for highway maintenance is evolving with forward visibility of money based on needs and incentives around continual improvements. It is envisaged that an extra £6.3m per year is required to maintain Southampton's transport infrastructure. To bridge the funding gap, additional money will be requested from sources such as Solent LEP, the DfT Major Maintenance Challenge Fund and the maintenance Incentive Fund adjustment based on the Council's own assessment and audit of progress;
- Ensuring continued reliable access to transport gateways – vital for the performance of the Port and Airport as they rely on good access for passengers and freight;
- Continue a programme of major asset renewals on key structures such as A3024 Northam Rail Bridge and A33 Redbridge and Millbrook Flyovers, and pedestrian/cycle bridge to maintain a connected and coherent active travel network;
- Using intelligent and connected vehicle sensors and technology to develop and enrich our evidence base so materials and resources can be targeted in the most effective way;
- Maintaining the resilience of the network to deal with extreme weather events, rising sea levels and more frequent winter conditions associated with climate change;
- To widening travel choices to offer alternatives making walking and cycling a natural choice for everyday journeys and reduce reliance on the private car the infrastructure needs to be in a good condition;
- Ensuring reliable journey times – to support economic growth and the level of development in Southampton, the network will need to be safeguarded against deterioration and provide reliable access to the core parts of the city.

To meet these challenges the TAMP will need to apply the Well Managed Highways approach through a series of principles around an integrated intelligence led approach, to ensure service resilience and recovery along with stakeholder views to understand people's priorities for maintenance spend. These considerations directly affect the levels of service that must be provided, complementing and supporting the delivery of the Connected Southampton – Transport Strategy 2040.

Policy R1: Well-Managed Highway – over the next twenty years we will continue to apply the principles of Well-Manage Highways so that our transport asset is of the highest quality and well maintained, with renewals to key pieces of infrastructure, to support the economic performance of the city, create a positive impression of the city for visitors and shoppers, and deal with the negative impacts of transport on the environment.

The policy measures that the Council will seek to deliver for a **Resilient City** are:	
Taking a Whole Life Cost	Ensure that this approach is taken to asset management costs – which considers all the maintenance work that will be needed over the lifetime of the asset to keep it in good condition
Providing a defined level of service	For maintaining principal roads, structures, drainage systems, the Southampton Cycle Network and footways to support economic growth and widening travel choices

Investing in innovative technologies	For ITS systems, smart asset management sensors and deploying drones to assess the condition of bridges or structures to help intelligently plan our maintenance programmes
Continual improvement	To management and delivery of maintenance projects, ensuring efficient working and improved value for money to meet the financial challenges

A System for Everyone

Making Southampton an attractive and inclusive place to improve people's quality of life so that everyone is safe, and has equal access to transport regardless of their circumstances.

The themes for A System for Everyone are:

- An Attractive City that is modern and vibrant where people are proud to live, work and visit;
- A Safe City that reduces the number of people killed or injured on the transport system towards zero; and
- An Inclusive City that has an inclusive transport system providing a good range of realistic mobility options.

A System for Everyone: An Attractive City

How the City looks, how people get around and how well-maintained its' streets and public places are is important to its economic and social well-being. A city that it is attractive and places people at the heart of what it does can help to foster a sense of civic pride, reduce inequalities, and can act as a catalyst for inward investment. Transport has a role to play in this, not just by moving goods around to service the various activities that go on in a city but also by prioritising different modes of transport and creating high quality streets and public places. By applying high quality urban design and movement principles that place the needs of people at the centre of urban planning and transport improvements, this can make a place vibrant and enjoyable.

As well as improving public spaces and public realm, making an attractive city is about balancing and planning the ways in which people, vehicles and goods can move around and through the City Centre. The City Centre has a variety of types of roads and streets which have different functions. These functions have an influence on how the City Centre operates and looks. Some streets need to have a focus on movement (of vehicles), whilst others have a focus on place (people). Those streets that are focused on movement can be a deterrent for people walking or cycling due to severance, noise and pollution. These streets are well-signed for vehicles and carry high volumes of traffic. In some cases, certain streets enable traffic to pass directly through the core of the city, despite these vehicle movements not needing to do so. To make the City Centre more attractive and to create more space for people that supports a Liveable City Centre the balance on some streets needs to move away from a focus on movement towards place. In these cases, through traffic movements would be restricted except for buses and taxis, and access into the City Centre would only

be only be for those with a purpose there and people can easily and safely get around walking or cycling.

This more balanced approach to city streets is required as the City Centre continues to be the focus of development. The City Centre Action Plan envisages that from 2015 to 2026 5,500 homes are required in the City Centre. To date, half of this development has occurred and encouragingly, this has been achieved without an increase in traffic. As the remaining development is implemented and with further development expected to come forward to 2040 we need to see an 11% reduction in traffic to make this development sustainable, in terms of trips generated not worsening current levels of congestion. People will still want and need to come to the City Centre we need to have as many of these trips made by walking, cycling or on public transport as possible. This development needs to be integrated into the City Centre with attractive streets and public spaces that connect different quarters and areas of the city together. Within these new developments, it will be necessary to restrict provision of car parking. Given the frequent, dense bus networks in the city centre and close proximity to shops, services and amenities, there is less need to own a car. If access for traffic remains as is and envisaged parking levels are applied with constraints for moving by walking, cycling or public transport it will negatively impact on the City Centre's viability, not be sustainable, and detracts from the public spaces.

As part of the planning for the City Centre to 2040 we will need to acknowledge that it needs to be supported not just as a place to live, but as the main retail and cultural hub for the wider City Region. This means that transport will need to service it outside of traditional hours, delivery and servicing routes will need to be provided, public transport will come as close in as possible and parking will need to balance supply against sustainable travel. These should balance the aspiration for a Liveable City Centre against the functional requirements of supporting a vibrant City Centre.

Over recent years, good progress has been made to improve the public realm and create better spaces for people in the City Centre with new public spaces and routes around Southampton Central Station, Kingsbridge Lane, West Quay South, Guildhall Square and in Oxford Street. It is estimated that for every £1 invested in a public realm improvement scheme, there is a further £5 of wider investment from businesses to support it.

Building on the recent investment the public realm in the City Centre, as funding allows, we will look to continue to connect the public spaces and streets together. This will need to be in partnership with developers and other agencies to expand the delivery. We will also look beyond the City Centre into local neighbourhoods and District Centres. This will help the quality of the public realm within these parts of the city to be transformed and enable areas that look tired to be revitalised, stimulating new, vibrant forms of economic activity.

By 2040, the look and feel of Southampton, and the City Centre, will be changed so that it is a more attractive and modern place with spaces and streets designed to facilitate shorter trips by foot or bike. Shopping streets will be places where people want to linger and spend time and money. Working with stakeholders such as developers and businesses, redevelopments can be designed to be easily accessed by sustainable forms of travel and have attractive public spaces designed in.

What An Attractive City Means for each Spatial Area			
City Centre	**Economic Drivers**	**Neighbourhoods**	**Travel to Work Area**
Development that is integrated into the urban fabric and constrains the need for solo car ownership such as CBD, Western gateway, Royal Pier, and other City Centre locations.	Development of links that can prioritise movement of goods and people alongside improved walking, cycling and public transport connections.	Pop-Up Streets and School Streets and other activities that encourage people to stay and spend time and for children to play safely – continuation of the Metamorphosis toolkit.	Support for routes that are links to move high volumes of people and goods connecting to public transport interchanges which have high quality public realms – Central Station, Woolston - in the city through improved public transport connections between Southampton and other urban settlements and suburbs.
An attractive and modern public realm that showcases the heritage and story of Southampton with new public realm spaces around the Bargate, City Walls, and the Parks Providing places for people to spend time.	Continue Legible City wayfinding to these sites.	Change to the look and feel of local areas support the regeneration of local District Centres with more local facilities to facilitate people's shorter journeys to be made by walking, cycling or public transport – supporting the Active Travel Zones.	
The Inner Ring Road has been made into a suitable environment so it can fulfil its role as a main link for moving traffic around the City Centre, but also providing priority and safe routes for people to cross and reduce severance along West Quay Road, Cumberland & Brunswick Places, Western Esplanade and Threefield Lane.	A modern and attractive public realm as the sites have grown and changed, integrating them into Southampton and to constrain the need for solo car trips there, cohesive routes for people walking and cycling to and throughout the sites.	Apply 'link and place' approach in District Centres with the public realm making attractive places. This could include footway widening, developing an image or approach for that area with a suite of materials, wayfinding, street art etc. Where 'place' is the priority more ambitious works will be implemented to put people first.	
A revaluation of the function of streets and places in the City Centre to 'civilise' them to create places that don't need to move vehicles but can move people by promoting walking and cycling including New Road-Civic Centre Road, Portland	Greening of sites with attractive and sustainable green infrastructure	Greening of local streets with attractive and sustainable green infrastructure, and developing local pocket parks in place of parking spaces	

Terrace-Castle Way, Bernard Street, Queensway, and the Old Town			
A greener city with additional planting and landscaping to complement the public realm			
West Quay, Above bar and the new Mayflower Quarter, Western Gateway & Royal Pier developments are seamlessly connected together and with the rest of the City Centre and towards the Port and Town Quay with cohesive and comprehensive walking and cycling routes, and high quality public spaces in the new development that create a sense of place and people focus.			

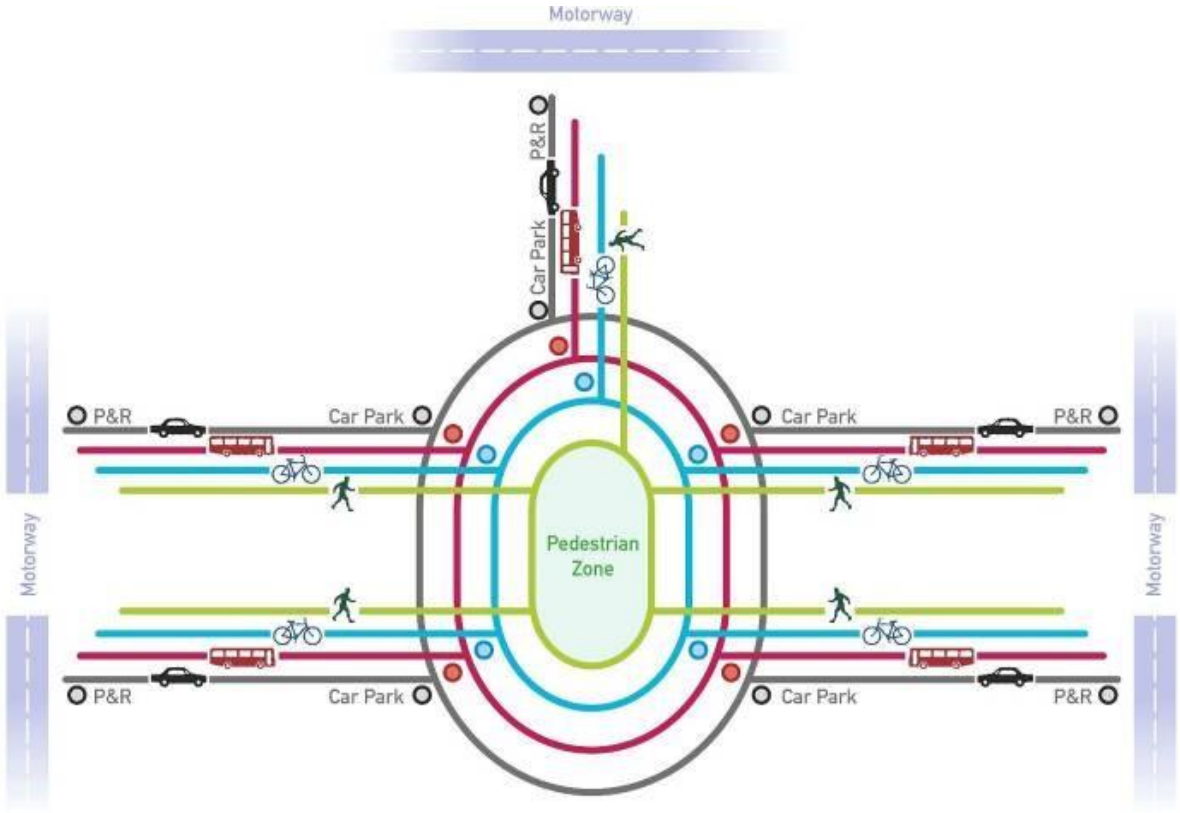
An Attractive City: A Liveable City Centre

A Liveable City Centre is about developing a place that is where people will want to live, work and spend time and money. Liveability refers to the higher quality of life experienced by people in a city around health, mixed land uses, sustainability, social equity, more economic opportunities, comprehensive public transport provision, security and resilience. Generally the scale of good design of successful city centre living is at a human level to meet the many functions social, economic and cultural that the City Centre has to offer. Through integrating land-use and transport planning, it seeks to develop a place which is vibrant, has spaces for people to meet and interact, in an attractive welcoming environment that becomes somewhere people want to live, work and spend time and money.

Transport can help to achieve this by changing how people get around and how highway space is used. Currently most road space is in favour of moving cars, vans and HGVs around rather than enabling people to get around sustainably. The approach will be to alter how the highway and public space is used, so to promote sustainable, healthy and active travel.

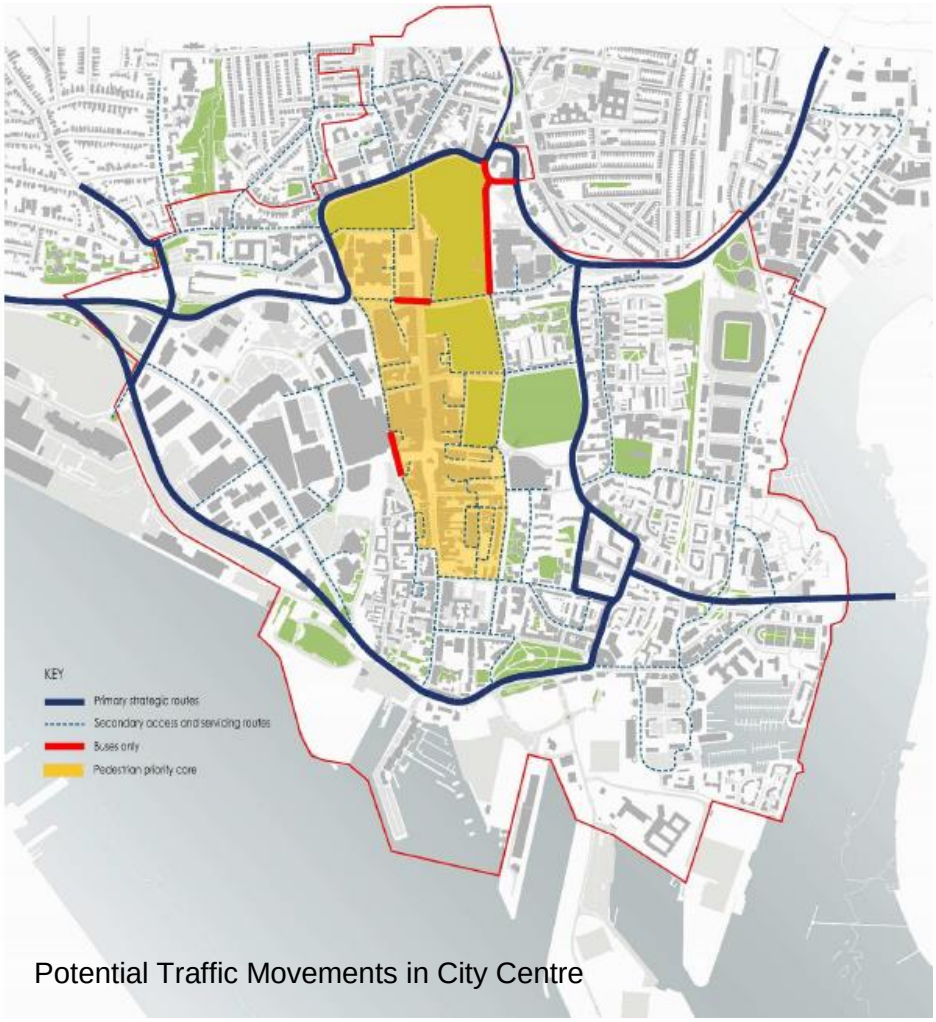
The City Centre will be changed so that this relationship between people and vehicles is altered so that people have more space and priority to move about. This will be with more pedestrianised space at the core of the city around Above Bar Street and the Bargate with new and vibrant public spaces. On other roads and streets we will provide safe and pleasant routes for walking and cycling and change priorities for traffic. Public transport and taxis will have priority and will serve this new larger car-free core of the City Centre. Unnecessary through road traffic movements will be removed and reassigned to more appropriate routes, and on routes in the City Centre the amount of space available for the movement of traffic can be reduced.

To reduce and remove those unnecessary traffic the City Centre will be divided into a series of discreet zones so that through traffic trips are removed. From the Inner Ring Road access will be provided into a zone but not between zones. To travel between zones, vehicles apart from cycles, and sometimes buses, taxis, disabled, and necessary vehicles, will need to use the Inner Ring Road. To do this some roads in the heart will be completely closed to all traffic and some roads close to this core will only be open to permitted vehicles. Cycle routes will cross the City Centre that connect the radial Southampton Cycle Network routes together and provide a dense series of safe routes throughout the City Centre. The transport hubs will be connected with high quality routes and ability move between different modes. Access for zero emission vehicles, those with mobility impairments and for freight and servicing will be retained and will be managed sensitively. The Inner Ring Road will need to perform its role effectively so that traffic on the arterial routes come to the Inner Ring Road which is able to efficiently distribute people to the main destinations. Parking will be relocated to a 'Ring' of car parks adjacent to the Inner Ring Road. The overall quantity of spaces will be reduced and new developments will be expected to be well-integrated into the City Centre and be car free or 'low car'. This transformation will enable high-quality, vibrant streets and public spaces that showcase the best of Southampton to be created.



By adopting this approach, a Liveable City Centre will achieve outcomes of supporting the local economy, improving the environment and health, enhance accessibility and inclusivity and enable sustainable mobility. By creating more vibrant streets and public spaces, levels of air pollution and noise from traffic will be reduced, people walking will not encounter problems of severance or fear caused by traffic and wide roads, routes for those who cannot easily walk will be convenient and safe, and the City Centre environment will be more attractive.

It is intentionally planned to evolve over time develop into a place which is vibrant, has spaces for people to meet and interact, in an attractive welcoming environment that becomes somewhere people want to live, work and spend time and money.



Potential Traffic Movements in City Centre

As well as developing the Liveable City Centre we will look to change how transport corridors and roads function across Southampton.

When looking a streets and spaces in the City Centre and local neighbourhoods the following hierarchy is to be considered so that a balanced and sustainable approach is taken to spaces. This will help to ensure that the right function of a place is developed and preference is given to the appropriate end users.

PEOPLE WALKING

PEOPLE CYCLING

PEOPLE USING PUBLIC TRANSPORT

GOODS AND SERVICES BEING DELIVERED

OTHER MOTOR TRAFFIC

To do this streets will be categorised into one of two types. Some streets will be categorised as 'links' where the movement of vehicles is the main and most important function. Away from these primary strategic routes, the majority of streets will be categorised as 'places' –

where the easy circulation of people is the most important function. This approach is known as ‘Link and Place’ and has been applied to the design of streets successfully in London, Birmingham and helped to shape Southampton’s Streets and Spaces Framework. As the City Centre changes we will need to take into account the different needs and access requirements of everyone.

Streets that are classed as ‘links’ will have a focus on vehicle movement and will be primary strategic routes. This will include the Inner Ring Road and routes to the City Centre and from these ‘links’ routes will go to parking or servicing locations. A ‘link’ will not cross the City Centre forcing all through traffic to use the Inner Ring Road. They may also give buses and taxis more importance and priority, such as dedicated lanes or access. We will need to design these routes so that they are not dominated by their function but provide safe, convenient routes for people on foot or cycling to cross and don’t add to severance between the City Centre and the surrounding areas.

In the other streets that are focused on ‘place’ the priority will change to people creating healthy, attractive and vibrant environments for people to live, work and rest. Streets classed as ‘places’ will consist of the majority of streets in the City Centre. There will be a strong link between the urban planning and transport planning to ensure that new developments are well connected to and integrated with other parts of the City Centre and do not isolate anyone. ‘Places’ will see a reallocation from road traffic to people walking, cycling and using public transport. This will be through diversion, reduction or restriction of general traffic, sensitive and well design streets that encourage more spaces to be, and facilities for cycling.

This ‘Link and Place’ approach over time will change the look and feel of not just the City Centre but the District Centres and local neighbourhoods too, as more streets are designed with a clear ‘place’ focus. Moving out from the City Centre the principle can be applied to roads and spaces across Southampton so they are enhanced and are more in line with people’s aspirations.

The Liveable City Centre and Link & Places principles are explained in more detail in the Streets & Spaces Framework and in the supporting plan - Movement, Access and Public Realm Strategy for the City Centre.

Policy A1: Liveable City Centre – where streets within the Inner Ring Road are progressively redesigned to primarily meet the needs of people, who will have more space to get around on foot, cycling or from public transport, using well-designed, attractive streets, public spaces and parks that are vibrant and connected together and pleasant to spend time in. Over time, through movements by cars, vans & HGVS will be discouraged except for where necessary for servicing and accessibility, and car parking will be rationalised and consolidated in locations close to the Inner Ring Road.

Policy A2: The 'Link and Place' approach is applied in District Centres and Neighbourhoods – where streets within District Centres and neighbourhood centres are progressively redesigned with a clear 'place' focus that encourages people to get around on foot, cycling or from public transport and where motor vehicles are less dominant, allowing for more social interaction and community events and activities.

The policy measures that the Council will promote and seek to deliver for an **Liveable City Centre** are:	
City Centre Accessibility	Servicing to shops, offices, parking and homes will continue, but the access from the Inner Ring Road will only be to certain 'zones'. General traffic will not be able to travel between 'zones'
World Class Streets & Places	As part of an ambitious public realm enhancements in New York – a World Class Streets programme was developed to re-look at the city's public realm. The initiatives consist of elements around public squares, boulevards, complete streets, safe streets, public art, coordinated street furniture and promoting streets for pedestrians and cycling. The programme ranged from public spaces such as Times Square to street corners that were partially or fully pedestrianised. To get public and transport buy parts of the Square were temporarily closed off with minimal traffic management and used as pop-up streets – seating, planting. Within the Inner Ring Road we will create a series of 'places' removing the need for traffic to drive through the City Centre without having a reason to be there. Streets will redesigned so they provide for people walking, cycling or on public transport, so they can continue to penetrate to service the retail, leisure and employment cores. They will be designed with the needs of everybody regardless of circumstance or disability from the outset. Streets will be hybrid of uses so they can be used in versatile ways – for travel, eating, drinking, socialising, rest, play, entertainment or markets. This approach could be applied to through routes such as New Road-Civic Centre Road, Portland Terrace-Castle Way or Queensway-East Park Terrace so that they provide access for buses, cycling and walking, additional low speed environment. Other streets in the City Centre such as the Old Town would be reshaped so they are less

	dominated by cars with less space and for parking, more pocket spaces and parks, and opening up routes so people can walking and cycling can get around easily and safely. Ways of doing this include adjusting widths with narrowing and closures, bus/cycle only sections of road, expanded pedestrian only areas, having a high quality street scene (trees, benches, art etc). Reducing or removing motorised traffic will enable a review of the need for traffic lights and formal crossings in the City Centre - allowing for their removal. Changes to traffic patterns and flows will provide priority for public transport and allow cycling to become more attractive and safer.
Pop-Up Streets	Within the city, community groups are able to request temporary street closures for street parties or other events. Events such as royal weddings or Clean Air Day have led to street parties in some parts of the city. Extending this idea, we would welcome ideas from community groups for Pop-Up Street activities, such as temporarily removing parking bays to provide 'pocket parks' or areas to sit or for children to play. As part of the EU Metamorphosis project, we worked with residents in Sholing to look at making changes to street layouts to make them more pedestrian friendly. This involved trialling changes to street layouts using temporary 'street kit' of interlocking sections that can be filled with planting. We will continue to work with community groups to develop and pilot these ideas.
Street Scene	On-going programme to reduce the amount of clutter on street by removing unnecessary street furniture (railings, bins, posts etc) and signing, which will reduce the ongoing maintenance liability for obsolete or unnecessary assets. The Streetscape manual continues to provide guidance on design, standards, or placement of any new street furniture.

An Attractive City: Environment

How streets and places look and levels of traffic have a large impact on people's perceptions about Southampton. As a consequence of car-centred policies pursued over several decades, the improvements to the transport network have been geared towards prioritising and maximising the flow of vehicular traffic. This has resulted in the majority of road space, being allocated for the movement of vehicles and often narrow pavements, particularly in streets around the City Centre, such as the Inner Ring Road. This focus on catering for maximising flow of motor vehicles, has caused severance effects, pollution and noise from traffic, created an unpleasant street environment for people. These are not places that people would choose to spend time in or enjoy sitting outside in.

In contrast, the Old Town and much of the City Walls offer character and interest. These areas are historic and attractive places for pedestrians to walk around and enjoy. Using transport schemes to enhance the street scene with paving, lighting, drainage, seating, shade, information and others that make spaces engaging and highlight important or historic buildings. These can also have public and street art installations that add to the environment or provide an informative context. New public spaces such as Western Esplanade between West Quay and Town Quay will provide a transport connection for walking and cycling between these two destinations, but with design will also provide an attractive and appropriate setting for the historic City Walls.

By investing in more people-friendly streets then this will benefit the whole of the City Centre. The street scapes will need to be designed so that they are attractive and use soft landscaping to soften the appearance of streets providing shelter and shade. Soft landscaping could include additional street trees, planting and grasses. While it is a buys and major transport artery, parts of West Quay Road have planting and trees that aim to make it a less transport dominated space. The Streets & Spaces Framework and City Centre Movement & Access Strategy provide good design guidance and case studies for how increasing green coverage improves air quality, well-being and biodiversity. This also helps to re-prioritise the space from cars to creating the attractive healthy people-centred streets that are a vital component of a Liveable City Centre.

These principles should also be incorporated in new developments so that they can seamlessly fit into the city's streets and spaces.

Alongside the physical environment, transport has an impact on the natural environment from water, landscapes, historic areas to ecology and the atmosphere. When developing and designing improvement projects, the impacts on these areas are assessed. A focus on good design and minimising adverse environmental impacts will help ensure that Southampton becomes a modern and attractive place where people enjoy walking around and spend time exploring different parts of. When an infrastructure scheme is designed and maintained the environmental impacts need to be minimised.

Along with planting and good design additional green infrastructure can be implemented that will enhance streets and spaces. Where possible green walls should be installed. These are where climbing vegetation and landscaping is grown on walls adjacent to roads to act as absorption and barrier to air and help to cut noise pollution from traffic. In neighbourhoods we will look at way of increasing street greenery through additional trees or 'wild planting' of native species, these could be in filtered permeability measures or by increasing verge planting close to a school. These could form part of ATZs and be adopted by the community to maintain in the long-term.

As part of scheme design we will seek ways to include Sustainable Urban Drainage Systems (SUDS) or soakaway points in the street and urban spaces, or as part of traffic calming or vegetation planting.

Policy A3 –Environment – over the next twenty years we will look to continue to invest in creating an attractive street environment with street art, lighting, planting trees, soft landscaping and other green infrastructure measures such as Green Walls and Sustainable Urban Drainage Systems will be encouraged.

A System for Everyone: A Safe City

Safety of people using and interacting with the transport network remains important and there is a need to continually decrease the number and severity of casualties. Across Southampton we will be prioritise safety improvements where there are clusters of collision hotspots or along corridors to push casualty levels towards zero.

However, there are still locations where collisions occur and some users are disproportionately affected given their relative mode share. This is particularly true for people on motorbikes who are involved in 12% of recorded collisions or those cycling who are involved in 16%. This is despite their mode shares only being 0.9% and 1.4% respectively of all daily traffic. This may be masking a truer number as 41% of respondents to the 2011 Southampton Cycle Survey said they were involved in an incident but only 13% reported it to the Police.

Schemes for making Southampton a Safe City can be applied across the whole of Southampton and in the specific spatial areas – City Centre, Economic Drivers, Neighbourhoods and the Travel to Work Area, and all types of schemes.

A Safe City: Improving Road Safety

The approach for road safety will be to continue to make Southampton a safe city to travel around by applying an evidenced based approach using data and crowd-sourced information to develop the safety programme around engineering, education and enforcement.

Individual schemes will be designed around the more vulnerable users of the network to provide them with sufficient space and time to get around. The implementation of the Southampton Cycle Network and by providing more space for people walking will look to create a safe spaces so we can reduce the risks – both perceived and actual when moving about by bike and foot. These spaces will need to be designed so that the interaction between people walking or those with mobility issues and people cycling is minimised.

The areas outside and arounds schools and colleges will continue to be a focus. These often experience concentrations of activity at the start and end of the school day, and while there has been a reduction in numbers of child casualties the rates are still double the England average. Continuing to encourage people, both children, parents and staff, to walk, cycle or scoot to school instead of travelling by car will remain a key part of the approach. This will be done through education and enforcement of restrictions and the development of new techniques such as Local School Zones or School Streets, where restrictions or closures can be implemented at school times to create the safe conditions for active travel. This has started at some schools in the city and through partnerships with schools we will look to expand the programme.

As well as the physical environment, education of all users is a vital component of the approach. Working with partners and stakeholders we can continue to evolve the behaviours of people so that they feel safe and act safely. There is a rising number of incidents involving people using smart phones and not being aware of their surroundings, education and the layout of the environment both play an important part in reducing incidents.

How people perceive their own personal security when using the transport system in the city matters, whether this is at a bus stop, walking along a footpath, parking their bike, or in a car park. The quality of design of both transport schemes and the urban environment plays and important part in perceptions of safety and working with and through our partners, we will look to ensure that Southampton becomes a safer place.

We also need to ensure that the transport network is as inclusive and safe for all. People with mobility problems or other hidden impairments can feel unsafe getting around if facilities are poor or not designed well. Advances in technology can help to make the environment a safer place by reducing barriers both physically and virtually, for example using mobile apps and on-street sensors to provide real-time two way journey and environmental information directly to visually impaired users to improve accessibility and safety.

Policy S1: Improving road safety –over the next twenty years we will work towards there being no casualties on Southampton's transport system, by making Southampton a safer place for people to travel around, particularly by walking, cycling and public transport, with reduced fear and positive perceptions of safety regardless of personal circumstances or disability. We will prioritise improvements using a range of data, and will work with schools on road safety education and in partnership with the Police will carry out enforcement.

The policy measures that the Council will promote and seek to deliver for a **Safe City** are:		
Engineering	Integrated Safety Corridors	Taking a holistic approach to road safety along a corridor or in an area, either through investigating longer sections of road combining several accident clusters or locations and that looks a wider causes and impacts. Alternatively, working with other modes or projects to achieve shared objectives and extend value for money (e.g. working on a public realm scheme that includes significant pedestrian and cyclist safety measures). The benefit of taking this approach is that all users and a wider remit is taken and it can incorporate other schemes. This will include reviews of speed limits and lowering where possible.
	Safety Schemes	Continuing to develop and implement an evidence led safety programme based on a consistent approach for identifying and analysing isolated or small cluster accident hotspots using three year trends. Once causes and trends have been identified and assessed we will seek to implement the most appropriate and feasible engineering solution. These range in size and type and will be tailored to individual locations but could include street or area wide speed restrictions, changes in road layouts (either by changing how the road looks and feels creating a 'shared space', or formal traffic calming features), new or improved pedestrian or cycle crossing facilities (formal signals, zebra, tiger (for cycles), or island refuges), enforcement and electronic/variable message signs. In neighbourhoods individual safety schemes could form part of the toolkit for Active Travel Zones or Cycle Quietways.
	Local School Zone	Encouraging more children to walk, scoot or cycle to school more often we will continue to work with schools in particularly with the pupils to incorporate their views in the options and designs. Through this process we can develop schemes that provide safer routes and spaces outside schools that outline the issues and then plan for what changes could be made to create a Local School Zone. A Local School Zone (LSZ) seeks to create an area around a school that can influence road user behaviour, reduce speeds and create an environment and routes where children can get to school safely and easily. This builds on the work we have been doing to create safe play spaces in streets designed jointly with pupils and staff and our existing schools engagement and planning programme.

		Options for a LSZ could include the feasibility of piloting innovative initiatives such as a timed exclusion zone around the school where access is only for those walking or cycling or living there, activities that aim to reclaim the streets for playing, ways of reducing or enforcing inappropriate parking around the school gate, fun and engaging trails to the schools, or expansion of staffed school crossing patrols.
	Innovation	Making use of new and emerging technologies that can help to make surroundings safer for all, particular focus on those with visibility or mental disabilities.
Education	Specific Programmes	Continuing to working with partners such as Hampshire Police, community groups, or schools on a range of initiatives including Safer Roads Partnership, Speed Enforcement and changes to speed limits on main corridors and in neighbourhoods, Driver Awareness Training, Cycle Safety Campaigns such as 'Close Pass', and 'Be Bright, Be Seen' (run annually in October when the clocks change),
	Targeted Programmes	Raising awareness of using Smart Phones when driving, cycling or walking and interaction with other people, campaigns looking at specific vulnerable users (such as people cycling, walking or on motorcycles), and different user groups (such as those with mobility restrictions, younger children or older people)
Enforcement	Enforcement	Continue to work in partnership with Hampshire Police to enforce speed limits and through any local powers using cameras bus lanes, school zigzags and other restrictions as permitted.

A System for Everyone: An Inclusive City

Southampton is a diverse city but it also unequal. Home to people of different religions, ethnicities and social backgrounds; parts are among the most deprived neighbourhoods in England, where people can live up to 8½ years less than those living in the more affluent. People in these deprived areas often adjacent to major transport corridors, are more like to be affected by health conditions which can be exacerbated by poor air quality or lack of physical inactivity. They are also three times more likely to travel by bus to work or be in households without a car.

It is important that people of different backgrounds and abilities do not encounter barriers that cause them difficulties or restrict their options for travelling around. We need to ensure that people from all backgrounds can access the same employment, health, leisure and education opportunities. When delivering projects we need to plan services so that the needs of all regardless of personal circumstances or disability are included from the beginning. We must consider how each will affect people of all ages, ethnicities, religious backgrounds, genders, sexual orientation, levels of physical mobility, mental health & learning disability, and social and economic backgrounds.

We will work with all communities within the city to help ensure that transport is available to link them to jobs, health, training, leisure and local services. In partnership with the community and voluntary sector and transport operators, we will look to develop affordable, innovative and sustainable alternatives to private car ownership, including car/bike sharing, demand responsive transport, and develop e-mobility and smart mobility solutions.

While the population is relatively young, lower than the South East average, Southampton is ageing. By the end of the 2030s there could be a third more people aged 65 or over living in the city. To support an ageing population we need to have flexible and inclusive mobility options to keep people independent for longer. This includes looking at how new mobility services can complement existing public transport and demand responsive transport (DRT) systems, how easy and legible it is to walk around, and how the greater reach of e-mobility can extend the range of cycling as a way of getting around.

What An Inclusive City Means for each Spatial Area			
City Centre	**Economic Drivers**	**Neighbourhoods**	**Travel to Work Area**
The Liveable City Centre is an inclusive place where people are able to get around with well-maintained pavements and spaces, crossing facilities and legible wayfinding. Spaces are well designed so everyone is included	Bespoke flexible on-demand responsive public transport services in Southampton with local businesses and operators to link deprived areas with job and skills opportunities.	Neighbourhoods are inclusive places where people are able to get around with well-maintained pavements, crossing facilities and legible wayfinding. Spaces are well designed so everyone is included	Joint working with neighbouring authorities to reach underrepresented communities and disabled groups on inclusive transport
Provide inclusivity improvements at public transport stops and interchanges for people with disabilities both visible and not	Provide inclusivity improvements at public transport stops and interchanges for people with mobility restrictions.	Use the Active Travel Zones to work with older people or underrepresented groups and communities to encourage more active travel.	Pilot app based flexible demand responsive public transport services in Southampton with local businesses and operators that can link people with jobs
Promote services that provide mobility for those aimed at vulnerable, older or mobility restrictions – Demand Responsive or Community Transport or taxi services.	Promote services that provide mobility for those aimed at vulnerable, older or mobility restrictions – Demand Responsive or Community Transport or taxi services.	The SMTS is inclusive and accessible for all regardless of circumstances or disability	The SMTS is inclusive and accessible for all regardless of circumstances or disability.
Sufficient facilities for disabled people to park, including EV charging, and get around a Liveable City Centre that doesn't exclude them	Improve the routes to the Hospitals and health facilities for disabled and older people with services and a new interchange at Southampton General	Work with providers of shared mobility services to encourage expansion across neighbourhoods to assist in infilling gaps in the SMTS for all that links to jobs, healthcare and education	Promote services that provide mobility for those aimed at vulnerable, older or mobility restrictions – Demand Responsive or Community Transport or taxi services.
Develop technology that can help to make sense of the physical environment and guide/assist visually or other impaired people		Promote services that provide mobility for those aimed at vulnerable, older or mobility restrictions – Demand Responsive or Community Transport or taxi services.	

An Inclusive City: Where Transport Works for Everyone

We need to make Southampton's transport system inclusive, so that it can cater for everyone's needs whether they are on low incomes or affluent, young or old, at all life stages and people of different ethnic backgrounds and for those with diverse mobility and health needs. People's access needs and requirements are not the same, therefore we need to ensure that we consider the needs of all people in Southampton so that they have access to suitable and realistic transport options in order to access opportunities and are able to have a good quality of life. We need to consider the needs of all groups and backgrounds when planning transport so that everyone can access wherever they need to go in a safe and efficient way. The access requirements of disabled people, both hidden and visible, may be different to more able people and we must ensure transport options are viable accessible for all.

Residents in areas of high levels of deprivation have fewer opportunities to access jobs, health care and leisure opportunities. Residents in these areas can encounter higher levels of air pollution, and live closer to major roads which sever their communities.

To create an inclusive transport network we need to move from infrastructure and service design that is retrofitted to achieve accessible transport, to services and improvements that are designed in dialogue with disabled people and other user groups so that their needs are identified up front and can then be met. This takes a holistic approach to the wider range of measures and can support everyone regardless of their circumstances or disability.

Into the future, Autonomous Vehicles and Mobility as a Service (MaaS) both have the potential to help support and change the way disabled and older people travel. Through active engagement and consideration of needs we can ensure that these changes and new technologies can benefit people and don't accidently 'design out' the sections of society that would most benefit.

The policy measures that the Council will promote and seek to deliver for an **Inclusive City** are	
Personal Mobility	Making walking and cycling inclusive and open for all. Designing the city so everyone can get around with dropped kerbs, well-maintained and pleasant environment and legible wayfinding and technology that helps older people or people with disabilities to get around independently. Enable and encourage more people from different ages, backgrounds and abilities to get into cycling through e-bikes, adapted bikes, Wheels to Work and training. Design cycle facilities with needs of different types of bikes in mind.
Linking areas and people together	Particularly areas of social deprivation with job opportunities, bespoke services that can be used by older people through community transport or other services that provide routes to healthcare, shops, social and leisure activities
Information and Awareness	To open up more information and data on accessible journey planning information such as real time availability of services (e.g. low floor buses, accessible taxis), equal access to information through apps and with operators to continue to make information before and during journeys

	accessible like audio-visual next stop/bus announcements, make a digital representation of the environment with sensors to help visual impaired people, and supporting disabled and those with learning difficulties with advice and travel planning to boost their confidence and ability to travel independently.
Public and Demand Responsive Transport	Help to keep public transport affordable with bus and rail passes in partnership with operators and SHBOA. Work with providers and taxis to develop more accessible vehicles and on bespoke schemes that can connect areas that have a poor traditional bus service with key destinations for jobs, healthcare and skills. Work with communities to develop services that can keep people independent longer and feel included.
City Centre	Making sure that as the City Centre changes that it is still accessible for everyone and that people are not excluded from getting around it. Having disabled parking facilities with EV charging in locations that provide safe and convenient access to the retail, cultural and other services that they want to get to. Any changes to the layout of roads to increase space for people walking and cycling will need to be designed with the needs of people with physical and mental impairments. The environment will be well-maintained reducing trip hazards or barring ways for people to get around with wayfinding and technology that can help people to make sense of where they are.
Physical infrastructure	Parking for disabled people at the beginning and end of their journeys needs to be provided. Any Parking Standards will have minimum requirements for disabled parking spaces in new developments, and on-street spaces provided on a case-by-case basis. Streets and spaces across the City including in neighbourhoods, new development and the Economic Drivers to be designed to be inclusive and accessible for all from the outset.

An Inclusive Transport Plan for Southampton will be developed that provides more detail on how transport schemes can be created with suitable and realistic options for everyone.

A Better Way to Travel

Supporting people in changing the way they move about by widening their travel choices so they can get around actively and healthily and travel in the city moves towards zero emissions.

The themes for A Better Way to Travel are:

- A Healthy and Active City that is easy to get around with joined up networks for active travel to promote healthy lifestyles and creates vibrant people friendly liveable neighbourhoods , and
- A Zero Emission City that is moving towards having zero emissions from transport delivering cleaner air and reduced emissions.

A Better Way to Travel: A Healthy and Active City

Having a healthy city is important in tackling the challenges around inequality, inactivity and low productivity. Creating a place that is cohesive, easy and simple to get around by walking and cycling can help to promote clean, healthy and active lifestyles that improve the quality of life for Southampton's residents, businesses and visitors.

We know that there are areas of the city with high levels of pollution, low levels of physical activity and poor health conditions. Often the causes are interlinked with transport being a contributor but transport is also be part of the solution. Developing people-friendly streets and places that provide a better way to get around with more people to walk and cycle will help to tackle those challenges and create a sustainable city into the future.

By 2040 Southampton will have seen a transformation in provision for people walking and cycling that has put them at the forefront of how people get around. More people will be able to get around actively regardless of their circumstances or disability where walking and cycling is the first choice for local journeys and combined with public transport for longer journeys. In areas where people live we will look to transform them so that they become safe, accessible and pleasant places to walk and cycle to local destinations rather than drive and work to reduce and remove unnecessary through traffic. These neighbourhoods will become Active Travel Zones that take this ethos and by working with the local communities and businesses apply it to a targeted area of the city.

The approach for A Healthy and Active City is to plan and invest in innovative solutions and technologies that transform Southampton helping people and goods to get around on foot or bike to support healthy lifestyles, support sustainable development and to improve the city's environment, in these areas:

- Active Travel Zones,
- Cycling,
- Walking, and
- Travel Planning and Smarter Travel Choices.

What A Healthy & Active City Means for each Spatial Area			
City Centre	**Economic Drivers**	**Neighbourhoods**	**Travel to Work Area**
Creation of Car Free Zones within the Inner Ring Road, achieved by reallocating road space for walking, cycling and public transport, limiting access to those who need it or to certain areas.	Having the SCN connect with the economic drivers with high quality cycle infrastructure as part of the freeway level of the hierarchy.	Create networks of Active Travel Zones focused around active travel with priority for walking, cycling and enabling community events - compact and connected to services located locally, helping to contribute to regeneration and support air quality improvements.	Delivering the Southampton Cycle Network (SCN) and a walking network that connects across the boundaries providing safe, direct and connected routes into Southampton's economic driver areas.
Development of the City Centre as the hub for the SCN with east-west and north-south cycle corridors and easy cycle priority off them.	Increased marketing and awareness campaigns and travel planning.	Increased marketing and awareness campaigns and travel planning.	Improvements to walking and cycling connections to train/ SMTS stations and could see reallocation of road space that gives cycles and pedestrians safe space.
Increased marketing and awareness campaigns and travel planning.	Cycle parking hubs at key locations.	Cycle parking hubs at key locations, and providing cycle parking for those that don't have access to places to store bikes.	Intercepting traffic before it reaches the City Centre via Park and Ride or cycle routes that connect the wider area with Southampton.
Legible City and Cycling wayfinding and information.	Legible City and Cycling wayfinding and information.	Legible City and Cycling wayfinding and information.	Increased marketing and awareness campaigns and travel planning.
Travel plans with employers and schools that consider the access needs of students, staff and visitors.	Implementing behaviour change, travel training, and education programmes with businesses.	Travel plans with schools and colleges that consider the access needs of students, staff and visitors.	Cycle parking hubs at key locations.
Cycle and walking priority access to the interchanges at both Southampton Central and Trafalgar Dock.	Travel plans with employers and schools that consider the access needs of students, staff and visitors.	Advisors to help people to get into work by Personalised Journey Planning and travel training.	Implementing behaviour change, travel training, and education programmes with businesses.
Implementing behaviour change, travel training, and education programmes with communities and businesses.			Travel plans with employers and schools that consider the access needs of students, staff and visitors.
Cycle parking hubs at key locations.			

A Healthy and Active City: Active Travel Zones

Active Travel Zones (ATZs) will be set up in neighbourhoods across Southampton as a means of encouraging and enabling people to travel healthily and sustainably in their local communities and neighbourhoods. ATZs seek to create an environment where more people can make local trips on foot or by bike, can get around easily in an attractive reduced traffic place, and then link with public transport networks easily for longer ones, rather than getting in the car. Too often, residential areas can be dominated by traffic either passing through or a large amount of space is taken up by cars parked on streets, reducing the amount of space available for people get around by foot, with a pushchair or mobility aid, or by bike, and doesn't allow for meeting and playing.

Transport will be central to realising the transformation that an ATZ can deliver. Improvements that shape how people move to and around the area and change how the highway space is used to be less dominated by car will help make it attractive. This could be achieved by improving local routes for walking and cycling, incentivising active travel, reducing or removing traffic, and creating attractive places in the heart of communities.

An ATZ is built around the following areas:

Healthier Streets

Reducing traffic volumes and speeds and encouraging more cycling and walking

Filtered Permeability

Removing through traffic on residential streets except for people walking or cycling, adjoining routes would be focused on traffic

Improving Travel Choice

Residents feel safer walking or cycling for shorter journeys or using the SMTS for longer ones

Travel Planning & Information

Advisors who work with people to provide information and support on walking, cycling and public transport

Local Mobility Hubs

Providing alternative travel options in a hub that include Car Sharing, Zero Emission Vehicles, bike sharing, charging points, 'click & collect' delivery collection hubs and link to the SMTS

Attractive Places

Changing streets so more planting, play streets, pop-up events, street parties, and spaces for people to rest can be created

To be considered for becoming an ATZ, a neighbourhood will need to meet this criteria:

- Is there a distinct neighbourhood identity or something that people can relate to?
- Are there any trip attractors such as a District or Local Centre, school or college, a park, a community or health facility that can become a Local Mobility Hub?
- Is there a mix of trip purposes such as to school?

- Is it in close proximity to an existing transport hub or corridor?
- Is there a local flow of people that is suitable for walking and cycling journeys?
- Is there a network of local roads that are suitable for developing a “mesh concept” of filtered permeability, is parking a constraint, or are traffic volumes or speed high?
- What are the socio-economic, e.g. car ownership levels, health etc, circumstances?
- Is there a willingness for community engagement and political leadership?

Once identified the neighbourhoods will be prioritised against these criteria and available funding.

An ATZ could be defined anywhere in Southampton, but primarily they will be centred on a District or Local Centre or another types of trip generator such as a school, health facility, park or community hub. The process for developing an ATZ and the initiatives that support them starts with a willing community.

Developing an ATZ and helping the people who live there to make different travel choices will be a collaborative process through engagement with communities that live there.

Each ATZ will need a Champion who will lead on assessing, developing and implementing the ATZ in partnership with businesses, community groups and residents. This will be the link between the Council and the community and make sure that the local views are taken into account.

This co-designing will mean that local issues, input and ownership will be there from the beginning of the process. The co-design will use a governance system that has a champion who can co-ordinate between the Council, Local Members, local business, schools, and residents so that there is a shared vision for the kind of place that people want and will be proud to live in.

Using ATZ Community Engagement teams we can start to understand what the community aspirations and issues are, and looking at the hard traffic and other data helps to shape it. This analysis will look at carrying out research into finding out how people live and move about in the area.

As the ATZ develops, is implemented and once completed the Community Engagement team will work with the community to incentives and make best use of the new ATZ. Once each ATZ is implemented we will continue to engage with people living and working there so that they are supported and encouraged to continue to make sustainable travel choices for the long-term.

During the first years of Connected Southampton we will aim to pilot the first phase of ATZs and by analysing the outputs from this we can learn and refine the concept before rolling out the programme into subsequent areas of the city.

Policy HA1: Active Travel Zones – over the next twenty years a series of ATZs will be implemented across Southampton to provide a new form of urban living and mobility and create communities that people are proud to live in.

A Healthy and Active City: Cycling

Having more people cycling is important for a healthy and active Southampton. Between now and 2030, Southampton will be transformed into a true Cycling City where it is safe, easy and attractive to cycle and that cycling is normal for short trips, and combined with public transport for longer ones. By 2040 the Southampton Cycle Network will be well established forming the basis for cycling in Southampton making the city a place where getting around by bike for a variety of trips is easier than driving. Cycling has many positive benefits and vital for meeting our challenges around congestion, sustainable economic growth, physical inactivity, air pollution and social inequalities.

Policy HA2: the Southampton Cycle Network – complete delivery of the Southampton Cycle Network so that the city is a place where getting around by bike for a variety of trips is direct, easy, safe and convenient. This will lead to continuous growth in active travel by bicycle within the city, so that cycling becomes a 'normalised' everyday activity that improves the health and wellbeing of city residents. This will contribute towards reducing congestion, supporting sustainable economic growth and address air pollution and social inequalities.

We have already made good progress in developing the necessary infrastructure and supporting promotion and training but to achieve that vision further work is planned.

In the medium term we want to see a 10% increase annually in the number of cycle journeys made each day to increase cycling's mode share. This means that initially by 2030 15% of all the people coming into the City Centre each morning will be doing so by bike.

To achieve this we will focus on these three areas:

- Make Southampton a **better place to cycle** through delivery of the Southampton Cycle Network (SCN), delivery of the network's initial 14 corridors (split between Freeways on the higher volume direct routes and Cityways supporting them), Quietways in areas where people live, and making cycling accessible in parks and open spaces. The network is formed of various levels which connect people from their front door to the main routes and on to their final destinations using different types of facilities and levels of segregation. Following these initial corridors, we will continue to invest in the other corridors identified in the SCN, as above, and in the areas where people live to make them cycle friendly;
- Make Southampton a **safer and easier to cycle** by supporting ongoing projects working with businesses and schools to train new and experienced cyclists, working with the Police to improve cycle safety and security, and a new approach wayfinding and mapping cycle routes in the city with consistent branded signing and up to date maps both paper and online; and
- Continuing to **inspire people to cycle** with events and communities that promote cycling as a normal way of getting around. This includes the centrepiece Southampton Cycle Festival covering the closed street 'Let's Ride', and community cycle activities that help those who haven't cycled or are less represented such as ethnic minorities or women. Engaging with businesses and schools to develop, support and develop travel plans that emphasise the benefits of cycling.

In the short term we have started to make a significant investment in cycling through the development, and delivery of the SCN, and a supporting programme of cycle promotion, training and awareness raising activities. This is aimed to start to make it better, simpler and easier to get around Southampton by bike for everyone.

Cycling Southampton 2017-2027 provides more detail on the aspirations for cycling in Southampton and a rolling three year Cycle Delivery Plan.

A Healthy and Active City: Walking

Walking is a vital component of the transport system and is an essential part of most people's journeys. Walking will be established as a mode of choice for local journeys, and combined with the SMTS for longer ones. People will choose to walk because it is safe, fast and helps to keep them healthy and active. To do this Southampton will be made easier and more attractive to get around on foot and for those with mobility restrictions.

Currently 17% of people who work in Southampton walk to work and 4,000 people walk into the City Centre each morning with 2,000 more from Southampton Central and Town Quay. This is 20% of all people coming into the City Centre and it has gone up by 50% since 2001. Once people have parked their car or get off a bus they will often walk to their final destination and this will increase the number further. There has been recent investment in both the City Centre's public realm and in good quality walking routes and facilities across the city that has made it simple and easy to walk.

We will work towards identifying and developing a walking network across Southampton that is safe, direct, inclusive, easy to use and pleasant to encourage walking for everyday trips. These will range from having well-maintained routes so that they are of a high quality, removing obstructions that make walking difficult, providing spaces and locations for rest, routes to schools, improving the connections from the Port, interchanges and SMTS into the City Centre, and re-focusing streets towards people walking rather than dominated by the car.

As the City Centre develops we will develop the walking environment with Strategic Walking Routes that are new high quality spaces directly linking to key destinations. These Strategic Walking Routes will link places together such as from Southampton Central Station through to West Quay and Mayflower Park, or provide access across barriers such as the railway or river are part of this approach.

New developments will need to have walking embedded in them and provide walking access to and through them and be focused towards people rather than vehicles. They can provide opportunities for access to areas previously hidden or severed such as the waterfront, to the Central Parks from Guildhall Square, or the City Walls alongside the Bargate. This can maximise the health and socio-economic benefits from these changes for new and existing residents.

The programme being developed for the City Centre through the Movement, Access and Public Realm Plan will implement these as part of a holistic approach for the City Centre combining land use, urban realm and transport planning.

Supporting the new walking routes we will continue to invest in the public realm and with the Legible City wayfinding system.

Having a well-designed and maintained streets and high quality public realm can add economic value – it is estimated that for every £1 invested in the public realm it generates £5 in inwards investment. Making the environment and networks inclusive and accessible for all will mean that older people or those with disabilities are not excluded from getting around. Being well-maintained and legible will mean that barriers or fear from trips or vehicles won't reduce mobility. This reinforces creating a walkable city that is attractive and easy to get around as part of the Liveable City approach.

Clear signing and maps have been developed and installed across the City Centre and out into the rest of Southampton. This provides a clear and legible way of getting around the city

and is useful for visitors and residents alike. This is important as many people walking around Southampton are visitors, there are more cruise ships calling mid-cruise and 17 million people a year visit West Quay. Outside the City Centre, legible wayfinding can open up and link places such as parks, green spaces, District Centres, neighbourhoods and leisure or exercise routes. We will look at how technology can help people to navigate around with orientation sensors, signage and accessible apps.

Walking is not just about the City Centre. It is important to ensure that communities across the city have access to good and safe routes and places to walk, to do this we need to remove barriers so everyone can get around by looking at the walkability of corridors and neighbourhoods. Taking this approach will mean that the needs of people walking and those with disabilities are included from the start. This will include looking at simple measures such as installing a safe place to cross, widening a short path along desire lines to SMTS stops or ensuring accessibility for those with mobility restrictions, new signalised crossings on a route to a school, or reducing and enforcing speed limits. We can expand this approach to make sure that links and routes through parks and public spaces are improved to encourage more people walk for leisure

Work with schools, communities particularly residents in deprived areas, and businesses is important to provide people with the information and opportunities to walk more. Focusing on communities where levels of inactivity are highest we can help to break down barriers to walking and promote healthy and active lifestyles that can reduce obesity. Activities could include led-walks, park or communities walks, Walk to School Week or Walk to Work week.

Increasing the number of children travelling to school by active modes is important to reduce the impacts of obesity and air quality. As part of the approach for schools we will investigate and pilot School Street Zones. This involves the part time closure of streets outside school entrances at the beginning and end of the school day. Doing this allows the spaces outside schools to become traffic free and facilitates safe walking to school and activities such as street parties or play streets. They can be supported by information campaigns, enforcement and fun trails that make walking to school fun and enjoyable. This has been trialled at schools in Old Town, Sholing and Lordshill with success.

Southampton also has a Public Rights of Way network (PRoW) covering footpaths and bridleways, these provide short convenient walking links in neighbourhoods, or provide access to enjoy the surrounding countryside. They will need to be maintained and signed so they can form an important part of the transport system. This can encourage more people to walk and explore their neighbourhoods and open spaces. Through the PRoW Improvement Plan we define the rights of way network and set out how it will be managed and invested in.

Policy HA3 – Walking – over the next twenty years we will develop and assess an accessible walkable network and spaces for Southampton that creates strategic routes and new spaces for walking across the city to establish walking as a mode of choice because it is safe, fast, healthy and inclusive.

Further details on walking and the development of and investment in the walking network and activities will be set out in the Local Walking Improvement Plan.

A Healthy & Active City: Smarter Travel Choices

Providing people with the right information, tools and skills so they can choose to make journeys sustainably, healthily and actively will support the investment in a Liveable City, ATZs, SMTS, and cycling and walking networks. This will provide people with the confidence to travel independently and open up opportunities for work, leisure or education, get people to increase their levels of physical activity, and reduce exclusion and isolation.

Smarter Travel Choices are the tools and techniques available to help encourage people to travel more. Approaches followed range from very targeted initiatives, such as working with individuals to provide them with confidence to travel independently, working with businesses to plan for how staff and goods get to site, or providing people with the training and information so they can travel sustainably, to large scale travel marketing initiatives that use social media, websites or apps to run challenges that reward those who try out sustainable ways of getting around.

My Journey is the well-established sustainable travel brand across South Hampshire, set up in 2011, it is used for all marketing, promotion and training activities. It is well known with a third of Southampton residents recognising the brand and associating it with sustainable travel. The My Journey work has involved close partnership with schools and workplaces to help staff, or students and customers choose healthier and active ways of travelling. We have helped long term unemployed people who don't have access to a car to travel to training or interview opportunities and have encouraged people who depend on their car to try out public transport or use new sections of walking or cycling infrastructure.

Working with communities, schools, businesses and organisations we can encourage people to make sustainable travel choices, making these modes the mode of first choice. This will equip people with the necessary tools and skills to travel healthily and actively. Promotion of alternative ways of travelling around to the car is an important part of creating a more liveable city with streets that are geared towards people movement of people efficiently, set out in the vision. It will also seek to help those people whose lives and employment prospects are constrained by the affordability and availability of travel.

We will continue to seek funding to enable campaigns and programmes of work with communities, schools and businesses to continue. We will also look to work with specific groups such as deprived areas, older people or hard to reach groups to seek to broaden their travel availability and options.

One area we will explore is the development of a Travel Demand Management (TDM) programme, this is similar to work done in London ahead of the 2012 Olympics and rolled out in other cities for large scale events. This would be targeted at major events in Southampton that are likely to cause delays and congestion, for example major planned roadworks that have a long duration. We know that several projects proposed as part of the Successful Southampton strategic goal will bring disruption to the transport system while these projects are being constructed. The TDM programme would work to provide reliable,

up to date travel information, help to keep the city moving, promote alternative modes and timings for travel, and work with businesses to minimise disruption to their operations.

Policy HA4 – Smarter Travel Choices – over the next twenty years we will look to continue the My Journey Smarter Travel Choices approach to work with local communities, schools and businesses on travel planning, behaviour change campaigns and events, and look at innovative and new ways of reinforcing the messages about sustainable and active travel.

The policy measures that the Council will promote and seek to deliver for **Smarter Travel Choices** are:	
Personalised & Community Travel Planning	Door-to-door engagement with residents to discuss their existing travel habits and requirements. This enables advisors to provide information and advice on the range of healthy and active travel options available, so people can make suitable use of sustainable modes, particularly for short trips. This approach works best when linked to promotion of new infrastructure and will form an integral part of the Active Travel Zones (ATZ) approach. Targeting households either on key sustainable transport corridors, households within 200-300m of new transport infrastructure, those in an ATZ, close to air quality hotspots, and areas with a high proportion of households which have been identified as being most likely to respond positively to behavioural change measures. We will seek to roll this out as part of the ATZs and support wider programmes across the city using external funding.
Workplace Travel Planning & Network	Working with businesses across the city through the Workplace Travel Plan Network, set up in 2011, to provide a forum for businesses and local authorities to come together and share experience and best practice around Workplace Travel Planning. Workplace Travel Planning aims to help businesses and their staff travel to work and move goods sustainably and actively, as part of an approach to reduce single occupancy car journeys to work. This is done by promoting the alternatives of public transport, walking, cycling and promote alternative ways with an organisation specific car club/pool cars, all supported by improved facilities, awareness campaigns and incentives. The Southampton Workplace Travel Plan Network has good relationships with over 50 organisations in and around in the city with many larger businesses in the city have long standing adopted travel plans including SCC, Port, Universities, General Hospital, Ikea, West Quay, Ordnance Survey and Carnival. We will continue to work with the Workplace Travel Plan Network and other organisations or businesses who want to join, expand it to work with smaller businesses who aren't currently engaged.
School Travel Planning	The school run places significant pressure on the local highway network, particularly around school gates, that have knock on effects on air quality, safety and congestion. Schools are incentivised to develop School Travel Plans that look to encourage pupils, parents and staff to travel sustainably to school – by bike, by scooter, on foot or by public transport. Having a School Travel Plan in place schools can receiving funding for cycle/scooter parking, safety improvements, and other travel infrastructure and support to implement the Travel Plans. This is done through in-depth engagement and support to achieve modal shift by accreditation (ModeShift STARS) and activities such as training, BikeIt, challenges, and intensive promotions (Walk to School Week). We have been successfully working in partnership with all school in Southampton and we will continue

	with this and look at new initiatives include Play Streets, Beat the Street, School Streets that look to make the area around schools safer and more inclusive places during and outside school times.
Incentivising Active & Healthy Travel	Alongside the promotion, and marketing and travel information providing people with incentives to try new travel habits. We have carried this out previously through Commuter Cycle Challenges, Clean Air Day, StepUp Southampton all of which have proved successful. To continue the long term approach we are open to other initiatives and innovations that promote positive changes in people's travel behaviours long term. This could be carried out alongside interventions into ATZs or when a new section of infrastructure is opened.

A Better Way to Travel: A Zero Emission City

Having clean air is essential for a healthy quality of life, yet people living in Southampton, like many other cities, can be exposed to potentially harmful levels of pollutants. People in the more deprived areas of the city are more likely to be close to our major transport arteries and exposed to higher concentrations of air pollution. They are more likely to have health conditions and be reliant on public transport to get around to work or for other reasons. Children in schools and nurseries are also more likely to be impacted from transport related air pollution.

There are many different types of pollutants that can affect the air we breathe, and the negative effects of poor air quality occurs at every stage of life. Exposure to particulate matter (both PM2.5 and PM10), which are fine particles including soot and dust from road traffic, can cause the most serious health problems among those susceptible groups with pre-existing lung or heart disease, the elderly and children. There is evidence that short and long-term exposure to particulate matter causes respiratory and cardiovascular illness and even death. Particulate matter is predicted to contribute to an estimated 110 early deaths in Southampton each year. Source apportionment work has identified that road transport is one of the largest contributors to air pollution in Southampton, followed by industry and the Port. The Council is committed to improving air quality in Southampton and through the Clean Air Strategy we have adopted a package of measures to improve air quality, but can't deliver the necessary improvements alone.

Southampton has been identified by DEFRA as one of five cities in England outside of London that is predicted not to meet EU limits on nitrogen dioxide (NO_2). The Council has been directed to publish a plan that will ensure compliance with level levels for NO_2 in the shortest possible time. This will focus on exploring and enabling measures to increase the uptake in electric and alternative fuelled vehicles, promoting and investing in the walking and cycling networks, and ways to support low-emission smaller freight vehicles for deliveries and servicing through consolidation centres and the Local Mobility Hubs.

This is the first step towards cleaner air in Southampton, and Connected Southampton will support this by continuing to move the transport system towards zero emission in the long-term. During the timeframe of this strategy, the Government has indicated that traditional petrol and diesel fuelled vehicles will be phased out by 2040, with alternative fuels becoming more prevalent. We need to be prepared for this and are developing ways of enabling and encouraging ways to support greater uptake of electric and alternative fuelled vehicles.

To support this shift to alternative fuelled vehicle we will need to develop the necessary facilities, networks and mechanisms for charging or powering them. This will cover supporting taxis, buses, and Demand Responsive Transport on the journey to become low, and then zero, emission as technology advances. We are starting this with the roll-out of a Southampton Electric Vehicle Charging Network, the initial focus is in Council-owned car parks and on-street, then working with others to plan and deliver a comprehensive network of charging points across the city. As regulations change and opportunities arise for increasing the electric vehicle charging at home, alongside the Government grants already available for this, we will seek to support this to ensure that the network is as comprehensive and compatible as possible.

As well as supporting the transition to alternative fuels we will continue to invest and support alternative ways of getting around that are less polluting. The SMTS will be designed so it supports low, then zero, emission vehicles and we will continue to promote the benefits of walking and cycling to improve air quality.

We will continue to work with and support businesses to develop Delivery Service Plans (DSPs) and to investing in cleaner low or zero emission vehicles for their own fleet. We are changing the Council's own fleet to zero emission as the technology allows. As well as support for changing fleets we will work with businesses on their operations and through the DSPs develop new ways of transporting and receiving goods. The Sustainable Distribution Centres and Local Mobility Hubs are part of a network of logistics points that help to make the last mile to people's front door zero emission. We are also raising awareness about the impacts of air pollution and ways that businesses and communities can reduce their impact through the Southampton Clean Air Network.

What A Zero Emission City Means for each Spatial Area			
City Centre	**Economic Drivers**	**Neighbourhoods**	**Travel to Work Area**
A Zero Emission Zone for all traffic within the Inner Ring Road to support a Liveable City Centre.	A Low or Ultra Low Emission City for all traffic.	A Low or Ultra Low Emission City for all traffic.	A Low or Ultra Low Emission City for all traffic.
Measures to support greater uptake of low or zero emission buses, taxis and Demand Responsive Transport vehicles.	Increase in amount of freight coming into the Port by rail and on freight powered by alternative fuels.	Last mile logistics or deliveries by smaller zero emission vehicles or bikes from District and Local Centres or Consolidation Points	Businesses have support from the Clean Air Network.
Measures to support low or zero emission & small freight vehicles for last mile logistics and Sustainable Freight Logistics	Support for electric or alternative fuelled vehicles with necessary charging infrastructure both on site and for those accessing the sites.	Develop zero emission 'Click and collect' points as part of the Local Mobility Hubs	Zero emission car clubs and shared cars for workers, residents and visitors.
Businesses have support from the Clean Air Network.	Measures to support low or zero emission & small freight vehicles for last mile logistics and servicing and development of Delivery Service Plans.	Served by the low, then zero, emission SMTS	Served by the low, then zero, emission SMTS
Zero emission car clubs and shared cars for workers, residents and visitors.	Businesses have support from the Clean Air Network.	Removing and reducing through traffic in residential areas as part of Active Travel Zones	Links to the SCN and local walking networks
Greener streetscape and public spaces	Zero emission car clubs and shared cars for staff.	Improving the street scape with planting and green open spaces.	Last mile logistics or deliveries by smaller zero emission vehicles or bikes Regional Consolidation Centres
High quality cycling and walking networks throughout the City Centre	Served by the low, then zero, emission SMTS	Links to the SCN and local walking networks	
Served by the low, then zero, emission SMTS	Links to the SCN and local walking networks		

Southampton EV & Alternative Fuel Charging Infrastructure on-street and in car parks on the Parking Ring	EV charging points provided and part of the city wide network		
EV charging is incorporated into all new developments			

Zero Emission City: Towards Zero Emission Transport

The implementation of the Clean Air Strategy will seek opportunities to enable travel by alternative modes, new ways of getting goods and services into the City, and use alternative fuels as ways of achieving this. As engine technologies changes with the growth of electric and alternative fuels the emissions of NO_2 will reduce. However, there will still be other harmful pollutants, such as particulate matter (both PM10 and PM2.5) which can come from transport.

The Clean Air Strategy takes a holistic approach to improving Southampton's air quality through partnership working with a package of measures to encourage behaviours that support improvements in air quality. The transport measures that Connected Southampton can assist with delivering include:

- Encouraging uptake of low and zero emission vehicles with a network of charging infrastructure, discounts for parking or for tolls on Itchen Bridge and new technologies;
- Working with public transport operators to support them on development of a fleet that enters the City Centre is zero emission as possible;
- Improving transport and freight delivery systems that are innovative and use new technologies and alternative fuels, and flexible delivery times;
- Continuing to support sustainable and active transport through My Journey awareness & behavioural change campaigns;
- Supporting taxi operators and other businesses in reducing their transport emissions
- Incentivising the use of cycling and walking; and
- Within the Council changing the fleet to increase the number Ultra-Low Emission Vehicles (ULEV) or Electric Vehicles (EV) for operations – building on the first vehicles purchased.

We will continue to encourage people to travel more using sustainable forms of transport – particularly by public transport, bike or on foot, as these produce low or no emissions. The SMTS will be low emission initially and then work towards zero emission, and by delivering the Southampton Cycle Network and the walking network we can create the safe spaces where people can walk and cycle. Through our work with schools and businesses and My Journey campaigns, we are encouraging people to walk or cycle more, particularly for those shorter journeys. The changes to become a Liveable City Centre will remove through traffic, only allowing necessary traffic in and giving more space to people walking and cycling which will reduce air pollution across the City Centre. We have to balance this against potential negative impacts of additional traffic on the Inner Ring Road and the impact on people living along and using it.

By 2040, the development of a Liveable City Centre we offer the opportunity to explore and enable it to become Zero Emission Zone (ZEZ). As technology advances and becomes affordable coupled with the necessary supporting infrastructure we can facilitate people and operators to move to zero emission forms of transport. This ranges from providing the opportunities to charge vehicles to working with developers to make sure that new developments have provision for charging, are integrated into the city for walking and cycling, and reduce the need for parking. People living and working there will have options for zero emission vehicles or other forms of shared mobility if they require it. We will need to work with stakeholders to develop supportive polices, incentives and infrastructure.

The SMTS long-term will be zero emission and we will work with operators to use vehicles that are produce no emissions and help to clean the air we breathe. Supporting the City Centre's economy will be vital and it will still need to be serviced with deliveries, removing

waste and getting those who have mobility problems in. Through Delivery Service Plans and a network of Consolidation Centres we can break down loads and consolidation them onto more appropriate smaller zero emission vehicles for the last leg into the City Centre.

We will use Smart City Infrastructure to monitor both traffic conditions and localised pollutant levels, and with cross-reference to other data such as climatic, be able to implement strategies to keep traffic moving efficiently to reduce stop-start conditions and air pollution.

Policy Z1 – Zero Emission City – over the next twenty years we will look to continue to develop the Southampton EV Charging Network and promote the use of other clean fuels, continue to incentivise businesses to move towards a low then zero-emission vehicle fleet as technology allows, and explore the scope to implement a Zero Emission Zone for the City Centre.

The policy measures that the Council will promote and seek to deliver for a **Zero Emission City** are:	
Zero Emission Zone (ZEZ)	As the technology and legislation allows us as Zero Emission Zone for the City Centre could be developed. This would limit all vehicles from coming into a zone who are not zero emission. Early ZEZs have been set up in London and Oxford and we will monitor and assess how this could be realised in Southampton working with stakeholders.
Intelligent Transport Systems (ITS)	Use of real time air quality data to influence how traffic signal controls operate so that they are responsive to changes in pollution and traffic levels, by gating traffic outside of an area of poor air quality. We will look to use ITS and monitoring to restrict access to certain vehicles or modes on days where air pollution levels are severe, to help encourage active travel and an improvement in air quality.
EV & New Developments	We will facilitate electric vehicle infrastructure by ensuring that there is provision for electric vehicle charging in new developments
Zero emission bus, taxi & DRT	We will look to establish local policies which complement national policies and legal requirements on the roll out of zero emission bus, taxi and DRT vehicles locally working with local operators, including retrofitting older buses.
Supporting Businesses	We will look at scope to provide targeted help and support to local businesses to incentivise them to upgrade their fleets to low and then zero emission vehicles, and supporting the implementation of charging facilities.
Southampton EV Charging Network	To address challenges around range anxiety and availability of charging infrastructure a 24 hour publically accessible network of charge points should be established. The Southampton EV Charging Network will need to meet current and future demand from plug-in electric vehicles. The majority of vehicle charging currently takes place at home or at work where users can leave vehicles charging for a length of time. An extensive public charging infrastructure should seek to provide a service that fills the gap around shorter more convenient charging – akin to fuel stations. The network will need to be interoperable between other networks in the UK so that users can charge their vehicles anywhere without being members of that network. It could also be linked to the Smart and Connected City infrastructure. The infrastructure will be provided at key destinations where a variety of activities take place, located conveniently where consumers need it and would encourage a

	good turnover of spaces. Locations being considered in a first pilot phase includes Council-owned City Centre car parks, the Universities and at Southampton Central Station. Subsequent phases will focus on installing charging points in taxi ranks and neighbourhood 'Mobility Hubs' which can be accessed by fleet, employees or visitors
Other Ultra Low Emission Technologies	Alongside EVs the Council will need to be open to other Ultra Low Emission technologies such as hydrogen, bioethanol, bio-methane /gas or used cooking oil. Support opportunities and funding research, implementation and uptake of alternative fuel technology, particularly for public fleet, buses and within the Port.

How Will We Get There? Delivering Connected Southampton

Connected Southampton covers the next twenty years to 2040. There are schemes that can be delivered in the short term and others that will require more detailed longer term planning. Everything is dependent on funding and this section sets out how we are proposing to deliver the outcomes and on the ultimate transport vision for Southampton.

The Council recognises that this an ambitious twenty year strategy for transport Southampton and we cannot deliver all of the ideas in Connected Southampton alone. We will need to the support of other organisations ranging from central Government, TfSE, Solent LEP, Highways England, Network Rail, the Port, SHBOA, bus, rail and ferry operators, neighbouring authorities, local and national voluntary groups, specialist transport groups such as Living Streets and Sustrans, as well as private companies and developers, to work together to deliver the identified schemes. This collaboration will be vital to ensure that the transport network is able to realise the ambition for transformative transport that supports Southampton's sustainable growth.

We acknowledge that the ideas and schemes set out in this Strategy are high level. For some areas and modes more detailed supporting plans will be produced going into more detail and guidance.

To deliver Connected Southampton effectively we will need to have:

- A prioritised pipeline of transport schemes that have been robustly prioritised with a strong business case and delivered to a high standard;
- Maintenance standards that ensure all aspects of renewal and repair are managed in line with the Well Managed Highways approach to have a resilient and reliable transport network; and
- An effective and attractive range of travel choices and information to support modern life and businesses.

Investment

The Strategy will help to deliver transformative change for how people move around Southampton. However, it is clear that the Strategy adds up to a big number and will require long-term funding beyond what has been available previously. Southampton and the wider Solent area and partners have a good track record when bidding for funding from central Government, but this funding has been ad hoc and short-term which is impact on delivering the transformation.

To date the main sources of funding for transport investment have come from:

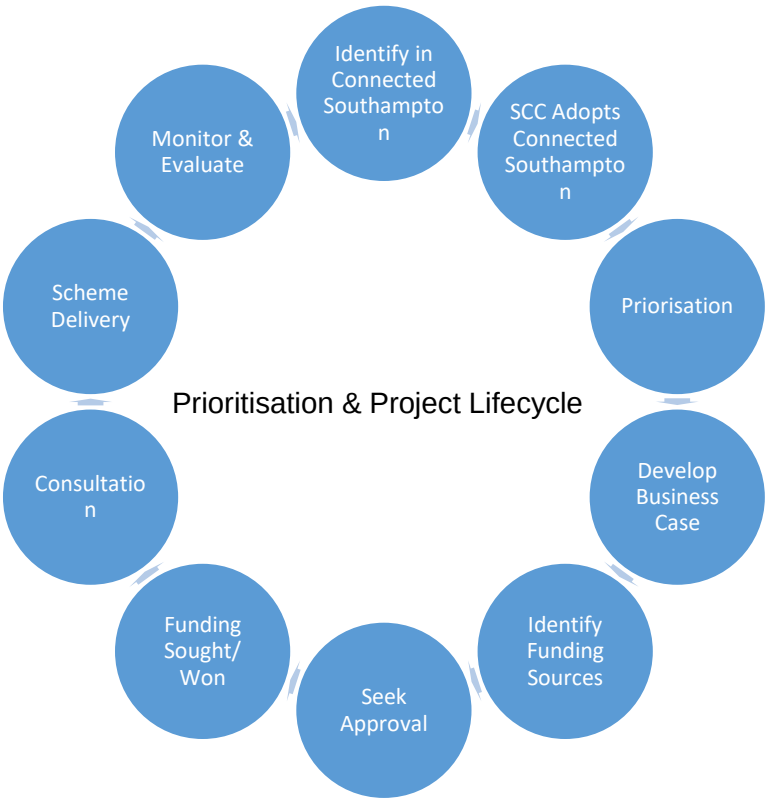
- LTP Integrated Transport and Highway Maintenance Block grants from DfT;
- Major submissions for specific funding from central Government and others;
- Solent Growth Deal;
- Partners such as Highways England, Network Rail, and bus and rail operators;
- The Council's own resources including parking and enforcement income;
- Community Infrastructure Levy and Section 106 contributions from Developers;
- City Deal;
- Other bids to funding sources such as EU, InnovateUK, and Sustrans; and
- Other private investment.

The level of grant funding from central Government is currently known and helps to inform our 3-year Implementation Plans and annual spend on smaller scale transport schemes.

The additional funding we will need to deliver on the vision will help to deliver the larger scheme in the medium term. There may be a need in the future to investigate different ways of generating funding ourselves, either through new governance models, powers that we have already, or taking opportunities for localised ring fenced charging. These will be investigated and consulted on as and when it is appropriate.

Prioritisation

Schemes take different lengths of time and costs to develop and will go through the project lifecycle at various times depending on their scale. Prioritising them will help so we can invest time and money in developing the schemes that will achieve the vision and outcomes sought for. However, there may be times where we need to package up schemes to achieve the maximum benefit. This could mean working in partnership with colleagues across the Council or across the Solent area.



As seen in recent times as technology changes things can change rapidly and we need to be agile enough to respond and embrace new technologies and ideas as opportunities arise. This will mean that prioritisation will need to be an ongoing process to ensure we take advance of new opportunities, technology and practice.

Delivery

This is a summary of the proposed schemes we have identified in Connected Southampton for the period to 2030. The schemes with a ‘Status’ of C are committed schemes where the funding is in place and delivery is expected to commence shortly. The Schemes with a ‘Status’ of P are proposed projects where development work is required to establish what is feasible and can be delivered and where a package of funding has yet to be put into place.

The key to the symbols in the table are as follows:

	Symbol	Meaning
Spatial Area	CC	City Centre
	ED	Economic Driver
	NB	Neighbourhood
	CR	City Region
Status	C	Committed
	P	Planned
	A	Aspiration
Time	S	Next 5 Years
	M	By 2030
	L	By 2040
Value	£	Under £1m
	££	Between £1m and £5m
	£££	Between £5m and £20m
	££££	Over £20m

	A Successful Southampton				
	Project	Spatial area	Status	Time	Value
A Connected City	Developing Southampton Mass Transit System (SMTS)				
	Develop the Southampton Public Transport Strategy	All	C	S	-
	SMTS Rapid Bus Priority Network corridors Phase 1 (Shirley, Portswood-St Denys)	All	C	S	££
	SMTS Rapid Bus Priority Network corridors Phase 2 (Woolston, Bitterne)	CC	C	S	£££
	SMTS Mass Transit Corridors	All	A	M-L	££££
	SMTS Southampton Central Multi-Modal Interchange Phase 1 (Southside)	CC	P	S	£££
	SMTS City Centre Hubs	CC	P	S	££
	SMTS Town Quay Multi-Modal Interchange (Ferry)				
	City Centre East-West Spine Multi-Modal Corridor (Six Dials to Civic Centre Place)	CC	P	S	£££
	Bargain Farm Park & Ride	ED	P	S	££
	SMTS District Centre Multi-Modal Interchanges Phase 1 (Lordshill & Bitterne)	NB	P	S	£
	SMTS District Centre Multi-Modal Interchanges Phase 2 (Shirley, Portswood & Woolston)	NB	A	M	£
	SMTS Economic Driver Multi-Modal Interchanges (SGH & University)	ED	P	S	£
	Develop Local Mobility Hubs in key District Centres				
	SolentGo MaaS				
	Northern Park & Ride (Stoneham Way-Southampton Airport Parkway)	ED	P	M	££
	Eastern Park & Ride (adjacent to A3024 corridor)	CR	A	M	££
	Investing in Road & Rail Connections				
	A33-A35 Millbrook Roundabout Major Maintenance	ED	C	S	£££
	M271-A33 Redbridge Roundabout Capacity Enhancements	ED	C	S	£££
	M3 and M27 Smart Motorways Programme	CR	C	S	££££
	M27 Southampton Junctions (M27 Junction 8 & A27 Windhover Roundabout)	CR	C	S	££££
	Solent Travel Demand Management	CR	P	S	££
	A3024 Eastern Access to Southampton Phase 1 (Bursledon Road)	CR	C	S	££
	A3024 Eastern Access to Southampton Phase 2 (Bitterne Road West)	CR	P	S	£££
	A3024 Eastern Access to Southampton Phase 3 (Northam Road and Northam Rail Bridge)	CR	P	M	££££
	Realignment of West Quay Road and down grading of existing route to a sustainable transport led corridor	CC & ED	P	L	££££
	New accesses into the Port	ED	P	L	££££
	Measures to improve access to the Port from Port Access Plan	ED	P	S	££
	Measures to improve access to Hospitals from Hospital Access Plan	ED	P	S	££
	Measures to improve access to Adanac Park-Brownhill Way employment area	ED	P	M	£££
	Measures to improve access to Itchen Riverside & Woolston employment areas	NB	P	M	££
	Targeted highway improvements such as improving junctions or pinch points on the network	CR	P	S	£ - ££££

	Improve reliability of access to the M27 and M271 motorways and reduce travel times on routes crossing them	CR	P	M	££
	Improve access to Southampton Airport via SMTS and by rail from Portsmouth and wider Solent area	ED	P	M	£££
	Development of schemes on the Major Road Network (MRN) in Southampton	CC & ED	P	M	£££
	Managing Freight, Servicing & Logistics				
	Sustainable Distribution Centres (Strategic)	ED	P	M	££
	Sustainable Distribution Centres (Local)	NB	P	S	£
	Delivery Service Plans	ED	C	S	£
	Dynamic Freight Control	CC & ED	A	M	££
An Innovative City	Smarter Parking				
	Smarter Parking Sensors and new parking direction C-ITS on arterial and Inner Ring Road	CC & ED	P	S	£
	Smarter management of on-street parking spaces through sensors, apps, signing and technology	CC & ED	P	S	£
	Working with developers to combine land use and transport planning to intensify land use in the city centre in ways that minimise additional demand for travel by private car and have constrained parking provision	CC	P	S	££
	Develop the Parking Ring of car parks near to the Inner Ring Road to relocate and consolidate parking	CC	P	S	££
	Manage and provide motorcycle and coach parking and taxi ranks that can be used for other uses at other times	CC	P	S	£
	Smart City Infrastructure				
	Develop the C-ITS network with sensors for collating real time information on traffic and back office systems	All	C	S	£
	C-ITS to provide real time travel and traffic information to users through EVMS and direct to vehicle messaging	All	P	S	££
	Remove traffic signals within the Inner Ring Road to provide sustainable transport led priority streets	CC	P	S	££
	C-ITS to restrict and manage vehicles accessing the City Centre core to certain types at certain times of the day	CC	P	M	£
	Smart City Corridors programme	ED & CR	P	S	££
	Develop a Mobility as a Service (MaaS) platform that builds on SmartCities and SolentGo	All	P	S	££
	Manage demand for parking for the economic drivers where sites are constrained, with remote park and ride provision for staff, capped parking levels or legal planning agreements	ED	P	S	£
	Improve sharing of traffic data and co-ordinate traffic signal control between the city, Hampshire, Portsmouth and Highways England	All	P	S	££
A Resilient	A Resilient City				
	Ensure that the transport asset is maintained in line with Well-Managed Highways approach	CC & ED	P	S	£££
	Travel Demand Management packages during major planned roadworks	All	P	S	££
	C-ITS infrastructure for monitoring road surface conditions – winter, water, surfaces etc	All	C	S	£

	A System for Everyone				
	Project	**Spatial area**	**Status**	**Time Period**	**Value**
An Attractive City	A Liveable City Centre				
	Adapt inner ring road so it fulfils its role of moving traffic around the City Centre, but also provide easier routes for people to cross and reduce severance.	CC	P	S	~~£~~£
	Restrict vehicular access to streets inside the inner ring road (e.g. New Road-Civic Centre Road, Portland Terrace-Castle Way, Bernard Street, Queensway, and the Old Town) to create a car free zone that prioritises access for those using buses, community transport, taxis, cyclists and pedestrians – applying 'informal street' design characteristics	CC	P	S	~~£~~~~£~~~~£~~
	Create a liveable city centre that is people focussed, applying a 'link and place' approach and best practice guidance to help design world-class streets and public realm	CC & NB	P	S	~~£~~~~£~~~~£~~
	Add additional tree planting and landscaping, public art, places to stop and rest and areas for play to complement improvements to the public realm	CC & NB	P	S	~~£~~£
	Ensure the Central Business District redevelopment (Toys R Us area) is well-connected to the rest of the City Centre with comprehensive walking routes, high quality public spaces in the new development that creates a sense of place and is people focussed	CC	P	S	~~£~~~~£~~~~£~~
	Ensure that new development in the city, including Very Important Projects are attractive in layout and link well to bus corridors and surrounding areas by bike and on foot and have limited amounts of new parking where there is spare capacity available nearby	CC	P	M	~~£~~~~£~~~~£~~
	Provide clear, well lit, signed routes for people walking and cycling within and to the port and other employment, health and education campuses with adequate cycle parking.	ED	P	S	~~£~~£
	Support and work with local communities who want to deliver street closures and have pop-up events.	NB	P	S	~~£~~
A Safe City	Improving Road Safety				
	Deliver a programme of engineering measures to reduce risk of casualties at road traffic incident hotspots	All	C & P	S	~~£~~
	Continue to deliver road safety education programmes to raise awareness of how unsafe/inconsiderate behaviour adversely affects other road users	All	P	S	~~£~~
	Deliver safety improvements in the vicinity of schools to improve safety for pedestrians	CC & NB	C & P	S	~~£~~

	An Inclusive City				
An Inclusive City	Support improvements at bus stops to improve accessibility for people with physical impairments	All	P	S	££
	Promote services provided by community transport volunteer groups including dial-a-ride and car-based services aimed at older people and those with mobility restrictions and the support the provision of accessible taxi services	All	P	S	£
	Work with dockless cycle scheme operators and car clubs to encourage expansion to serve deprived parts of the city.	CC & NB	P	S	£
	Pilot app-based flexible demand responsive bus services working with businesses and bus operators	All	P	S	££
	Community engagement and co-design of Active Travel Zones and quietway cycle improvements and in creating informal spaces for play and rest in local areas	NB	P	S	£
	Community Cycle Officers working with hard to reach or underrepresented groups and communities, in areas of inequality to encourage more cycling and walking	NB	P	S	£

	A Better Way to Travel				
	Project	**Spatial area**	**Status**	**Time Period**	**Value**
A Healthy & Active City	Active Travel Zones				
	Create networks of Active Travel Zones in Neighbourhoods that encourage active travel for short local journeys with priority measures for walking, cycling that will improve health and air quality.	NB	P	S	££
	Cycling				
	Measures to encourage and promote more walking and cycling through travel plans, My Journey campaigns, led rides and walks and special events	All	C/P	S	£
	Work with schools and communities to deliver measures that reduce school-related congestion, improve air quality and promote healthy, active travel	All	C/P	S	£
	Deliver cycle parking hubs at key locations	All	P	S	£
	Complete the Southampton Cycle Network – providing 14 high quality cycle routes in the city, working with Hampshire County Council to extend to neighbouring towns and urban areas	All	P	M	£££
	Provide improved cycle and walking priority access to the new transport interchanges at both Southampton Central and Trafalgar Dock that reduces severance impacts of Western Esplanade and Town Quay	CC	P	S	££
	Intercept traffic before it reaches the City Centre with a variety of Park and Ride or Cycle facilities that connect to the city centre and employment hubs	All	P	S	££
	Walking				
	Provide good quality walking and cycling connections to train stations and MRT stops, which may see reallocation of road space that gives cycles and pedestrians safe space	All	P	S	£
	Smarter Choices				
	Run behaviour change, travel training and personal travel planning programmes with communities and businesses including residents of new developments	All	C	S	£
	Develop Travel plans with employers and schools that consider access needs of staff, pupils and visitors	All	C	S	£

	Project	Spatial area	Status	Time Period	Value
A Zero Emission City	A Zero Emission City				
	Work with the port to increase the number of containers and vehicles that are transported to and from the port by rail & support longer freight trains.	ED	C	S	£
	Develop network of electric vehicle charging points in a range of locations to meet growing future demand and support businesses in choosing electric vehicles	All	P	S	££
	Work with car clubs to promote membership and encourage them to offer more electric vehicles	All	P	S	£
	Work with the port, hospitals, universities and bus, coach and taxi operators to encourage zero and ultra-low emission fleets	All	P	S	£
	Consider evolving Clean Air Zone into a Zero Emission Zone, learning from experience elsewhere, including Oxford.	CC	P	M	£
	Develop and promote networks of green infrastructure (open spaces, parks, wooded areas, nature reserves, waterfront areas and country parks) to support quality of life and well being	All	P	S	£

How We Are Doing? Monitoring and Evaluating

We need to understand whether the policies and projects we are delivering are having the right effect and helping to deliver the vision.

We already collect a variety of transport data in Southampton, ranging from data on road traffic volumes travelling around the city through traffic surveys and a series of permanent vehicle and cycle counters. The development of the Smart City infrastructure will enable us to obtain real-time data on traffic volumes and journey times and share this with users of the network. We also receive information from bus operators about monthly passenger numbers and where bus services are experiencing delays. We also make use of rail industry figures of the estimated number of passengers using rail stations each year, based on ticket sales data. Through this data, and through other data collected for Connected Southampton supporting strategies, we will monitor how effective the delivery of schemes is in achieving changes to how people travel.

For monitoring of cycling, we have a four year partnership with Sustrans to participate in the Bike Life data collection and monitoring programme. In considering prioritisation of road safety schemes, road traffic incident data is assessed. As part of the current Access Fund and 'My Journey' projects we work with the Centre for Sustainable Travel Choices (consisting of the Council, Sustrans and the University of Southampton) to monitor and evaluate the effectiveness of schemes within those programmes.

Monitoring data will be used to produce progress reports and communicate with a range of stakeholders. This will include a Connected Southampton progress report as part of the Implementation Plan cycle submitted to the Council. As well as providing updated monitoring information the report will also be able to make changes toon the strategy if it is not delivering as we expected. This will support effective oversight of delivery of Connected Southampton.

In developing Connected Southampton's vision we identified three strategic goals that we want to achieve for the city. For each of these goals there are aims and outcomes that we will want to see. We will measure how we are doing in achieving each of the outcomes through a number of 'measures' set out below. Further detail on these measures, including the baseline data on which we will be gauging performance against, can be found in the Implementation Plans.

Strategic Goal	Theme	What we are aiming to achieve	Outcome	Measure
Successful Southampton	A Connected City	Increase in access to jobs, skills and markets	Reduced congestion	Traffic flows on main corridors
			Better access to jobs by sustainable transport	Sustainable transport catchment – City Centre and Economic Drivers
		Increase in access to services	Better access to services by sustainable transport	Sustainable transport catchment – District Centres
		Efficient and sustainable movement of goods	Reliable journey times	Journey times for traffic by mode
		Efficient and sustainable movements of people	Reliable journey times	Journey speed by mode Public transport patronage levels

Strategic Goal	Theme	What we are aiming to achieve	Outcome	Measure
	An Innovative City	Economic growth in Southampton	Transport unlocking new homes and jobs	Number of jobs and homes delivered
			Transport supporting productivity	Increase in GVA/Head
		Increase in employment	More people employed in Southampton	Number of jobs created
		Increase in community linkages	Better public transport reliability	Journey times by public transport
	A Resilient City	A resilient and well maintained network	Better roads, cycle and footways	Percentage of roads in need of structural maintenance
				Percentage of cycle facilities in need of maintenance
				Percentage of footways in need of maintenance
A System for Everyone	An Attractive City	Increase in the perception of the attractiveness and quality of the urban environment	People see Southampton as a good area to visit and invest in	Perceptions around the attractiveness of the public realm
	A Safe City	An increase in road safety	Improved road safety	Road safety killed and seriously injured
	An Inclusive City	A fair and equal transport system	Transport is affordable for all users	Perceptions around affordability of transport
A Better Way to Travel	A Healthy & Active City	Increase in physical activity	More people taking part in physical activity	Percentage of people classified as overweight or obese
		More people travelling by active modes	More people walking and cycling	Number of walking and cycling trips
		More people using active modes for short trips	More people walking and cycling for trips under 3 miles	Length of trips made by walking and cycling
		More people travelling by non-car modes	More people walking, cycling and on public transport	Percentage of mode share for walking, cycling and public transport
	A Zero Emission City	Air quality is improved	Reduction in air pollution from transport	Recorded levels of NO_2
			Better availability of alternative fuel sources	Number of Electric Vehicle Charging Points

Keeping Connected Southampton – Transport Strategy 2040 updated

We will regularly review the whole of the Connected Southampton as Southampton's Local Transport Plan, including this Transport Strategy 2040, the Implementation Plans and the individual Supporting Mode and Area Plans. This will enable us to reflect on what has been achieved, how development changes the city, new funding opportunities, changes in governance, and changes in Government priorities and guidance. The monitoring and evaluation framework explained previously is part of the policy and project lifecycle and this is important so we can identify the most appropriate and beneficial projects for Southampton for future versions of the Transport Strategy. A key point for this review is during the production of the three year Implementation Plans.

This will ensure that the whole of Connected Southampton as the LTP remains relevant and fit for purpose as the umbrella transport planning document for Southampton and allows us to achieve the bold growth ambitions for Southampton.

Appendix A

Stakeholder Summary

During early 2018, the Council held a series of workshops with a range of stakeholders. Discussions have taken place with these stakeholders to seek views and feedback on the proposed strategic goals and eight objectives. During the spring of 2018 and subsequently as part of the formal consultation over the summer of 2018, we have engaged with:

Hampshire Chamber of Commerce
Hampshire County Council
Local bus operators
Local employers – including West Quay shopping centre, Solent NHS trust, port businesses, Solent University, the National Oceanography Centre and transport planning consultants
Neighbouring Borough and District councils
Solent Local Enterprise Partnership
Solent Transport
Southampton Cycle Forum
South Western Railway

Generally the response towards the goals and objectives was positive and various helpful improvements were suggested that have been incorporated into the consultation draft. During the formal consultation period we will be encouraging these stakeholders to respond to the questionnaire survey.

The Local Transport Act 2000 requires Local Transport Authorities to consult on their LTPs with:

- Bus operators
- Highways Agency
- Lower tier authorities (in the case of upper tier authorities)
- Public transport users groups
- Rail operators (i.e. Network Rail and Train Operating Companies)

The Act also requires local transport authorities to consult such others as they consider appropriate. Government guidance suggests that this might include the following, although this is not an exhaustive list:

- Airports and Ports
- Community and voluntary sector
- Community Rail Partnerships
- Crime and Disorder Reduction partnerships
- County Sport and Physical Activity Partnerships (CPSAPs)
- Disabled person groups
- Environmental NGOs
- Freight Transport Association
- Integrated Youth Support Services
- Jobcentre Plus
- Local Access Forums
- Local businesses and business groups - Chambers of Commerce, Economic partnerships, Emergency partnerships & Trade Associations (e.g. British Retail Consortium, Road Haulage Association)
- Local Education Authority and universities.
- Local and Regional Play Partnerships
- National Parks and Park Authorities
- Neighbouring authorities (including across national borders)
- Parish and Town Councils

- Planning authorities
- Primary Care Trusts, as well as including NHS and private hospitals
- Representatives of older people
- Representatives of children and young people
- Representatives of women's groups
- Rural Community Councils
- Statutory environmental bodies – Natural England, Environment Agency and English Heritage
- Taxi and private hire vehicle companies and organisations
- Tourist Board
- Youth Forums
- Youth Opportunity Fund panels

Appendix B

The Strategic Environmental Assessment (SEA)

- During the preparation of the joint LTP3 Strategy for South Hampshire, a comprehensive SEA was undertaken in 2010 to assess the impact of the 14 policies and the series of delivery option schemes that sit beneath these at a high level. This SEA assessed 70 different proposed schemes against the ten SEA objectives. The ten SEA objectives cover Biodiversity; Population; Human Health; Flora and Fauna; Soil; Water; Air; Climate; Material assets; Cultural heritage (including archaeological and architectural heritage); Landscape; and the interrelationship between these factors. The SEA reports are available on the Local Transport Plan 3 webpage.
- This SEA suggested that for most of the proposed schemes and projects, their delivery was likely to bring a range of positive environmental effects related to the full range of SEA Objectives. These include through limiting traffic growth; facilitating modal shift from car journeys to public transport, walking and cycling; improving accessibility to services and facilities; supporting enhancements to the public realm; promoting social inclusion; and encouraging the use of healthier modes of travel.
- Of the 70 schemes assessed, eleven of these raised potential negative and uncertain effects against the SEA Objectives. These eleven were then subject to more detailed assessment to consider the nature of adverse impacts and consider potential mitigation measures.
- The majority of the 74 projects that we are proposing to deliver as part of this LTP4 strategy are ones that were assessed as part of the SEA work for the LTP3 Joint Strategy. Additional schemes that are proposed as part of this LTP4 Strategy were not assessed in 2010/ 2011 include Active Travel Zones, Mobility as a Service, and a Clean Air Zone. A high level screening assessment has been undertaken on the impacts of these additional projects against the ten SEA objectives and this suggests the impact of these four projects will be broadly positive.
- Therefore, given this high level of overlap, we have concluded that the previous SEA assessments undertaken for LTP3 are still valid for the LTP4 Strategy and the high level screening assessment of the additional four projects suggests all positive environmental effects and no adverse ones.
- The LTP3 Joint Strategy SEA and final Environmental Report are available alongside this draft Strategy on the southampton.gov.uk website.

Appendix C: Glossary

Term	What it means
Active Travel	Modes of travel which require physical activity, for example, walking and cycling.
Active Travel Zones	Residential neighbourhoods within which priority is given to the movement of people and where spaces to sit, play and socialise are created and where through traffic vehicular movements are discouraged through physical measures.
Air Quality Management Area (AQMA)	An identified area where various air pollutant levels breach national limits, requiring concerted action and initiatives that seek to address and improve air quality.
Autonomous Vehicles	Vehicles that perform at least some of the driving tasks themselves. How autonomous a vehicle is depends on how much it can do (e.g. steering, acceleration, braking) and how much responsibility the driver retains (e.g. performing some driving functions just monitoring or being free to do other things).
Blue Badge Scheme	Is designed to assist people with severe mobility problems, registered blind people and people who drive a motor vehicle regularly and have a severe disability in both arms, making it very difficult or impossible to operate parking meters, to park close to where they need to go (either in disabled parking spaces or other on-street locations.
Bus Priority	Measures that can be used to improve the speed and reliability of bus services; such as bus lanes, changes to rights of way and alterations to traffic signals at junctions, usually by giving buses priority over other road vehicles.
Department for Transport (DfT)	The Government department that is responsible for developing policies and guidance for improving transport networks and providing funding to Highways England, Local Enterprise Partnerships, Local Transport Authorities for transport improvement projects and behaviour change programmes. It also sets strategic direction and funding to the railways and manages competitive bidding processes for award of rail franchises and projects, such as the High Speed 2 rail improvement.
Car Dependency	The reliance on cars to get around – either by habit, or because street environments have been planned around car use, or because walking, cycling and public transport alternatives are not available or are not appealing enough.
City Centre Action Plan	Illustrates potential developments that could be delivered within Southampton City Centre over the period to 2030 - including seven Very Important Projects involving regeneration of development sites, identifies 13 city centre quarters, and sets out the urban design principles that should be applied within new development.
Clean Air Zone (CAZ)	Are areas where there is a focus on improving air quality by reducing the levels of harmful nitrogen dioxide to levels that are compliant with legal standards within the shortest possible time. Southampton, Birmingham, Leeds, Nottingham and Derby are the first cities outside of London being required by government to assess the need for a Clean Air Zone because levels of nitrogen dioxide are persistently above required European Union legal standards. The Council are expected to introduce a Clean Air Zone before 2020 that will include measures to reduce nitrogen dioxide levels to a level that are compliant with EU law. Those measures may include a charging scheme or other means of promoting a switch to cleaner travel behaviours. A formal public consultation

Term	What it means
	process is currently underway where the Council is seeking views on the Clean Air Zone.
Community Infrastructure Levy (CIL)	A non-negotiable charge levied on developers which allows the Council to help fund infrastructure needed to support the development of an area in line with local development plans.
Connected Vehicles	Vehicles that can communicate with other vehicles and/ or infrastructure.
Connectivity	The general term for how easy it is for people to get to places, jobs, homes and services.
Cycle Strategy	The Council has published a Supporting Plan setting out how it intends to improve cycling infrastructure in Southampton to 2027 by creating a network of Freeways and Quietways to make it a world class cycling city.
Demand Responsive Transport	is a user-oriented form of passenger transport characterised by flexible routes and smaller vehicles operating in shared-ride mode between pick-up and drop-off locations according to passengers needs.
Developer Contributions	The Council negotiates and secures funding from developers to mitigate the impact of development on the transport network. This funding will continue to be sought through planning obligations and the Community Infrastructure Levy to fund necessary transport improvements and to negate the impact of new development on the transport network in Southampton and our neighbouring authorities.
Dial-a-ride transport	A door-to-door transport service for disabled or older people who might find conventional public transport services unsuitable or difficult to use.
Disability	As defined by the Equality Act 2010, a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on a person's ability to do normal daily activities. The social model of disability defines disability as the effect of the barriers, discrimination and disadvantages faced by disabled people, not the impact of their specific impairment.
District Centres	The places within suburban parts of Southampton that provide access to a range of commercial, cultural and civic activities, including shopping, leisure, employment, entertainment, culture, and social and community facilities – (e.g. Woolston, Bitterne, Portswood & Shirley).
Electric Vehicle	A vehicle that uses an electric motor for propulsion comprising ones that run solely on batteries, as well as plug-in hybrid electric vehicles that have an attached petrol or diesel engine to power the battery engine.
Euro Standards	EU standards that define maximum air pollutant emissions for new vehicles sold within EU member states. These range from Euro 1-6 for light vehicles and Euro I-VI for heavy vehicles.
Evening peak	The period in the afternoon and evening when travel demand is highest (4pm-7pm).
Filtered Permeability	Neighbourhoods within which priority is given to the movement of people and where spaces to sit, play and socialise are created and where through traffic vehicular movements are discouraged through physical measures.
Freight Consolidation Centre	A centre where deliveries can be brought for more efficient onward movement to their final destinations. It enables organisations and planning authorities to improve operational efficiency, resulting in reduced congestion, fewer delays and improved safety.
Freight Operating Companies (FOCs)	The companies that operate freight services on Britain's railway network – including DB Cargo and Freightliner.

Term	What it means
Heavy goods vehicle (HGV)	A motor vehicle (such as a truck or lorry) with a maximum gross vehicle weight of more than 3.5 tonnes.
Highways England	The government-owned company responsible for the operation, maintenance and improvement of England's motorways and major A roads. These motorways and 'trunk roads' form the strategic network of roads used to move people and freight around the country.
Hybrid vehicle	A vehicle that utilises batteries and electric traction motors in conjunction with the internal combustion engine.
Intelligent Transport System (ITS)	Is a group of traffic technologies linked by internet-based communication methods. An example of an ITS would be road sensors collecting traffic flow data and passing data to traffic lights which would allow for dynamically controlled phasing as traffic levels fluctuate throughout the day.
Interchange	The act of changing between different services or modes of transport during a journey, and/or the facility at which the change occurs, such as a rail-bus station.
Killed or Seriously Injured (KSI)	A standard metric used to measure levels of road safety.
Light Commercial Vehicle (LCV)	A commercial vehicle (e.g. a van) with a gross vehicle weight of no more than 3.5 tonnes.
Local Transport Act (2008)	Is an act of Parliament that enables local authorities to better manage bus services, consider introduction of road charging schemes, and also outlines the requirements for delivery of Local Transport Plans.
Local Transport Authorities (LTAs)	A Local Authority responsible for the operation, management and development of the highway network (excluding trunk roads and motorways, which are the responsibility of the Highways Agency) within its area. LTAs are also generally responsible for funding socially necessary bus services where they cannot be run on a commercial basis and maintenance and improvement of highway and transport infrastructure (excluding infrastructure under control of Highways England, Network Rail, and the private sector).
Local Transport Plan (LTP)	LTPs are statutory documents required by the Transport Act 2000 and the Local Transport Act 2008. It sets out Southampton's transport strategy and outlines a programme of measures to be delivered over the short, medium and long term. The strategy covers all types of transport including public transport, walking, cycling, cars and freight.
Mass Transit System	A high quality system of public transport, which combines rail with rapid bus, mass rapid transit (such as tram or light rail or bus rapid transit), local bus, Park & Ride, demand-responsive transport and ferry that has easy interchange and smartcard ticketing.
Mixed-use development	Development for a variety of activities (office, housing, leisure) on single sites or across wider areas such as town centres.
Mobility as a Service (MaaS)	The use of a portal (typically an app), to access and pay for transport services such as shared and public transport as required, as an alternative to private car ownership. This may be on a 'pay as you use' basis or may have fixed price or capped bundles. The transport services could include bus and rail travel, taxis, cycle and car hire.
Modal Split or share	The proportion of journeys made by a particular type of transport. For example, a modal share of 70% for cars means 70% of journeys are made by car.

Term	What it means
Modes of transport	Different ways of travelling such as by car, train, bus, motorbike, cycling, and walking.
Monitoring and Evaluation	The approach that the Council will take to assess whether schemes that have been implemented have helped to contribute towards the three strategic goals and the eight themes of the Connected Southampton – Transport Strategy 2040
Morning Peak	The period in the morning when travel demand is highest (7am-10am).
My Journey	The local behaviour change campaign for the Southampton, Portsmouth and Hampshire area that promotes and encourages greater use of public transport, walking and cycling for everyday journeys and provides help to employers and schools to implement their Workplace or School Travel Plans.
Network Rail	Is the owner and operator of the UK's national rail infrastructure (track, signalling, stations, car parks and land)
Nitrogen oxides (NO_x)	A generic term for nitrogen dioxide (NO_2) and nitrogen monoxide (NO) – the latter can form NO_2 in the atmosphere. Euro standards set NOx vehicle emissions limits.
Park & Ride	Car parking facilities, usually in an edge of town location, with public transport links into the town centre or key destinations.
Parking restrictions	Measures to manage who and when can use kerbside space on the highway. These could include single yellow lines, double yellow lines, loading bays, on street Pay and Display parking bays and residents parking (permit holder) schemes. Councils are obliged to consult with local residents and other relevant road users before introducing controlled parking or residents' parking schemes. This will normally involve conduct local parking surveys to measure stress on the local road network.
Public Realm	Publically accessible space between and within buildings, including streets, squares, forecourts, parks and open spaces.
Quietways	Are a planned network of radial and orbital cycle routes throughout the city. Linking key destinations, they will follow direct back-street routes, through parks and along waterways. Each Quietway will form a continuous route for cyclists. These routes will overcome barriers to cycling, targeting less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a more gentle pace.
Real Time Passenger Information systems	These use Automatic Vehicle Location technology to pin point bus location on the highway network and provide an estimated time of arrival at stops, interchanges and termini. This information can be provided on at-stop screens, on mobile phones or on information kiosks.
Section 106 Agreements	These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.
Shared Mobility	A form of personal travel in which users share access to vehicles rather than privately owning them.
Smarter Choices	Are techniques for influencing people's travel behaviour, and encouraging them to make greater use of more sustainable travel options. Such techniques include school, workplace and individualised travel planning, promoting public transport services through as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging working at home and video-conferencing.

Term	What it means
Smart Motorway	Is a section of motorway in Great Britain that uses active traffic management (ATM) techniques to increase capacity by use of variable speed limits and hard shoulder running at busy times, to help smooth traffic flow.
Solent Local Enterprise Partnership	Is a sub-regional organisation that was set up as a partnership between the private and public sectors to act as a catalyst for economic growth within the Solent area. LEPs aim to provide strategic leadership in their areas to set out local economic priorities and prominently feature private sector representation. LEPs address a range of economic growth related issues, such as planning, housing, local transport and infrastructure, employment, skills, and inward investment. The two LEPs in Hampshire are Solent LEP and Enterprise M3 LEP
Train Operating Companies (TOCs)	The companies that run rail passenger services, leasing and managing stations from Network Rail. TOCs are the consumer face of the rail industry, and generally apply for franchises to run specific routes from the Department for Transport. The London Overground franchise is managed by Transport for London. TOCs normally lease trains from rolling stock companies.
Travel Plan	A management strategy for a site (e.g. an office, business park or school) that encourages active, efficient and sustainable travel for new and existing developments. It sets out transport impacts, establishes targets and identifies the package of measures needed for improvement.
Trip	A one-way movement from one place to another to achieve a single main purpose. Trips may be further sub-divided into journey stages.
Urban realm	The area between building alignments, including public spaces next to streets. Streets make up the greatest part of the urban realm.
Zero emission transport	Transport that produces zero harmful exhaust emissions, including Particulate Matters (PM), Nitrogen Oxides (NOx), Nitrogen Dioxide (NO_2), Carbon Monoxide (CO) and Carbon Dioxide (CO2).

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